

July 31, 1969

Minutes of the Six Hundred and Ninety-Third Meeting, a Regular Meeting of the State Highway Commission held in Austin, Texas, with the following members present:

Dewitt C. Greer
Garrett Morris
H. C. Petry, Jr.
J. C. Dingwall

Chairman
Member
Member
State Highway Engineer

62495

IT IS ORDERED that a Regular Meeting of the State Highway Commission be opened at 9:00 A.M., July 31, 1969.

July 31, 1969

62496

An appropriation of \$55,802,713.00 is hereby made covering construction and right of way for the following listed projects which have been previously authorized.

COUNTY	DIST.	P.D.	PROJECT NO.	HIGHWAY OR LOCATION	FUNDS
El Paso	24	9652	U 784(10)	U.S. 54	\$2,208,515.00
Sabine	11	4706	FH-L 41-1(1)A	F.M. 3121	204,291.00
Harrison	19	8463	S 842(3)A	F.M. 9	147,142.00
Hardin	20	0104	C 65-5-69	U.S. 96	200,815.00
Smith	10	0074	C 345-2-19, etc.	St. 110, etc.	204,045.00
Eastland	23	9006	I 20-3(20)	I.H. 20	2,743,180.00
Jefferson	20	0105	C 28-13-54	I.H. 10	185,510.00
Liberty	20	0107	C 1023-2-18	F.M. 563	111,840.00
Newton	20	8325	RS 1515(5)	St. 87	335,010.00
Ector	6	9047	I 20-1(71), etc.	I.H. 20	2,588,150.00
Hockley	5	8265	RF 503(25)	U.S. 84	828,105.00
Freestone	17	9017	I 45-2(49)	I.H. 45	5,896,615.00
Kaufman	18	0183	C 173-3-12, etc.	St. 34, etc.	463,025.00
Hood	2	2018	A 1331-3-1	F.M. 1189	173,440.00
McLennan	9	9023	I 35-4(47)	I.H. 35	197,765.00
Bell	9	0122	C 1565-1-8	F.M. 1670	108,870.00
Lee	14	0099	C 116-1-13	St. 21	515,295.00
Jack, etc.	2	2019	A 1848-1-3	F.M. 2127	193,420.00
Dallam, etc.	4	0216	C 225-1-10, etc.	U.S. 385, etc.	106,775.00
Cameron	21	0147	C 39-16-14	U.S. 77	115,180.00
Mont- gomery	12	8481	S 526(3)A, etc.	F.M. 2090, etc.	1,265,090.00

(Continued on next page)

July 31, 1969

62496 Continued --

COUNTY	DIST.	P.D.	PROJECT NO.	HIGHWAY OR LOCATION	FUNDS
Dallas, etc.	18	8004	F 860(21), etc.	U.S. 175	\$1,712,610.00
Wharton	13	8021	F 518(28), etc.	U.S. 59, etc.	6,709,250.00
McCulloch	23	8005	F 594(9)	U.S. 87	2,140,815.00
Hill, etc.	9	2014	A 121-13-3, etc.	F.M. 286, etc.	666,640.00
Gonzales, etc.	13	9011	I 10-6(43)	I.H. 10	2,697,690.00
De Witt	13	8025	F 542(12)	U.S. 77	3,867,070.00
Burnet	14	8464	S 3099(1)A	R.M. 1478	228,735.00
Harris	26	9037	I 610-7(164)	I.H. 610	4,563,855.00
Newton	20	8457	S 400(3)	St. 87	756,175.00
Willacy	21	8462	S 1761(2)A, etc.	F.M. 1762 (Suppl. to Min. 62392)	274,180.00
Brazos, etc.	17	8265	RF 471(24)	St. 6	2,062,930.00
Washington	17	0167	C 114-9-33, etc.	U.S. 290	43,695.00
Dallas	18	9950	T 9001(1)	U.S. 75	458,585.00
Jasper	20	0108	C 65-4-48	U.S. 96	655,625.00
Van Zandt	10	0079	C 443-3-5	F.M. 17	374,030.00
Hardin	20	0109	C 339-3-9, etc.	St. 105	346,290.00
Houston	11	0106	C 340-4-7	F.M. 229	63,200.00
Brazoria	12	0116	C 1003-1-34	F.M. 523	206,730.00
Gregg	10	9012	I 20-6(13)	I.H. 20	114,725.00
Bailey, etc.	5	2005	A 968-4-1	F.M. 1731	311,420.00
Shackel- ford	8	0192	C 2380-1-3	F.M. 2482	93,845.00
Dallas, etc.	18	0188	C 9-11-69, etc.	I.H. 20, etc.	213,610.00
Collin	18	0202	C 364-4-12	St. 121	500,925.00
Bowie	19	0081	C 218-1-27	U.S. 59	220,855.00
Jefferson	20	9657	U 1043(22)	U.S. 69	3,539,730.00
Cameron	21		SBF 21-23-31	F.M. 2358	18,420.00
Crosby	5		SBF 5-161-54	F.M. 2794	17,000.00
Dallas	18	3020	RW 94-3-21	St. 183 & LO. 9	1,140,000.00

(Continued on next page)

July 31, 1969

62496 Continued --

COUNTY	DIST.	P.D.	PROJECT NO.	HIGHWAY OR LOCATION	FUNDS
Young	3	2003	A 562-7-2	F.M. 2898 (Suppl. to Min. 61809)	\$ 5,490.00
Williamson, etc.	14	9021	I 35-3(59)	I.H. 35	25,300.00
Mitchell	8	9014	I 20-2(92)	I.H. 20 (Suppl. to Min. 60599)	4,425.00
Jasper	20	8453	S 1322(1)A	F.M. 1007 (Suppl. to Min. 60059)	20,000.00
Tarrant	2	9018	I 20-4(85), etc.	I.H. 20 (Suppl. to Min. 61066)	7,963.00
Rusk	10	0021	C 591-2-8, etc.	F.M. 13 (Suppl. to Min. 60833)	14,815.00
Liberty	20	5106	M 593-1-43	St. 321	42,400.00
Lee	14	0053	C 114-7-26	U.S. 290 (Suppl. to Min. 60727)	2,670.00
Parmer	5	1708	RR 1904-1-2	F.M. 292	22,250.00
Gonzales	13	1707	RR 1442-3-8	F.M. 1680	15,035.00
Collin	18	1703	RR 1392-1-13	F.M. 1378	13,900.00
Ellis	18	1704	RR 1159-2-13	F.M. 879	13,000.00
Jefferson	20	1702	RR 932-1-33	F.M. 365	13,400.00
Henderson	10	8002	F 575(16)	St. 31 (Suppl. to Min. 59247)	24,170.00
Taylor	8	2005	A 699-1-18	F.M. 89 (Suppl. to Min. 61610)	23,196.00
Smith	10	0055	C 165-1-41	U.S. 271 (Suppl. to Min. 61809)	600.00
Val Verde	22	2000	A 1280-2-5	R.M. 1024 (Suppl. to Min. 60833)	4,228.00
Jim Hogg	21	2002	A 3099-1-1	F.M. 3073 (Suppl. to Min. 59815)	1,621.00
El Paso	24	9010	I 10-1(97)	I.H. 10 (Suppl. to Min. 60833)	23,700.00
Hunt	1	7060	I 30-2(21)	I.H. 30 (Suppl. to Min. 41603)	40,000.00
Wise	2	5079	M 13-7-36	U.S. 81	35,000.00
Liberty	20	0112	C 177-3-35	U.S. 59 (Suppl. to Min. 60833)	24,665.00
Scurry	8		MC 8-A-10, etc.	Snyder (Suppl. to Min. 61739)	121,550.00
Lubbock	5	0129	MC 380-1-27	U.S. 62	20,150.00
Comal	15	7110	I 35-2(42)	I.H. 35 (Suppl. to Min. 41603)	3,000.00

(Continued on next page)

July 31, 1969

62496 Continued --

COUNTY	DIST.	P.D.	PROJECT NO.	HIGHWAY OR LOCATION	FUNDS
Pecos	6	7200	Acct. 9006-3-8	I.H. 10 (Suppl. to Min. 58471)	\$ 100,000.00
Tarrant	2	3001	RW 8002-1-24	St. 360	100,000.00
Coryell	9	1702	RR 724-1-20	F.M. 116	20,700.00
Dallam	4	1703	RR 238-3-22	U.S. 54	9,900.00
Reeves	6	1700	RR 1183-1-4	F.M. 2119	10,100.00
Reagan	7	1701	RR 558-9-11	F.M. 33	18,250.00
Runnels	7	1702	RR 1651-2-5	F.M. 1692	18,050.00
Polk	11	1706	RR 654-2-9	F.M. 350	21,800.00
Travis	14	3050	RW 8014-1-7	Lp. 360 (Suppl. to Min. 55326)	460,000.00
Nacog- doches	11	1707	RR 706-3-10	F.M. 95	15,400.00
Shelby	11	1708	RR 1195-1-8	F.M. 947	22,800.00
Wharton	13	1708	RR 266-6-16	St. 71	18,200.00
Wharton	13	1709	RR 838-1-13	F.M. 442	13,200.00
Wharton	13	1710	RR 2818-2-2	F.M. 2764	13,900.00
Hidalgo	21	0038	ER 26(4), etc.	F.M. 886 (Suppl. to Min. 60599)	52,430.00
Guadalupe	15	1703	RR 3107-2-2	F.M. 3009	10,170.00
Goliad	16	1706	RR 411-1-5	PR. 27	20,500.00
Duval	21	0148	C 237-6-12	St. 44	3,300.00
Bell	9	7130	Acct. 9009-5-22	I.H. 35 (Suppl. to Min. 56570)	500,000.00
Roberts	4	3001	RW 8004-1-44	St. 70	10,000.00
Galveston	12	0019	C 51-3-26	St. 3 (Suppl. to Min. 57918)	2,200.00
Kerr	15	2006	A 829-4-9	F.M. 1340 (Suppl. to Min. 61959)	4,000.00
Washington	17	2003	A 2447-1-3	F.M. 577 (Suppl. to Min. 61461)	19,000.00
Kendall	15	9020	I 10-4(61), etc.	I.H. 10 (Suppl. to Min. 57918)	148,992.00
Atascosa	15	8003	F 166(12)	U.S. 281 (Suppl. to Min. 61389)	12,600.00
Hidalgo	21	2004	A 1939-1-10, etc.	F.M. 2061 (Suppl. to Min. 61389)	25,080.00
McLennan	9	8002	F 636(3)	St. 6 (Suppl. to Min. 60059)	59,200.00

(Continued on next page)

July 31, 1969

62496 Continued --

COUNTY	DIST.	P.D.	PROJECT NO.	HIGHWAY OR LOCATION	FUNDS
Gregg	10	9652	U 650(20)	St. 149 (Suppl. to Min. 60181)	\$ 3,000.00
Schleicher	7	5201	M 1644-2-12	R.M. 915	32,000.00
Tom Green	7	5200	M 870-3-9	F.M. 765	35,000.00
Colorado	13	0101	C 266-3-15, etc.	St. 11 (Suppl. to Min. 61959)	11,600.00
De Witt	13	5206	M 1113-1-9	F.M. 766	6,400.00
Rockwall	18	0071	C 9-4-26	St. 66 (Suppl. to Min. 58779)	340.00
Borden, etc.	8	8466	S 3035(1)A, etc.	F.M. 1785 (Suppl. to Min. 60833)	3,410.00
Delta	1	3700	RWA 1463-4-3	F.M. 2890	700.00
Delta	1	3701	RWA 3235-1-1	F.M. 3132	500.00
Fannin	1	3702	RWA 510-6-3	F.M. 898	500.00
Fannin	1	3703	RWA 510-6-4	F.M. 898	500.00
Franklin	1	3704	RWA 680-6-4	F.M. 900	300.00
Franklin	1	3705	RWA 1816-2-6	F.M. 1896	300.00
Grayson	1	3706	RWA 728-4-1	F.M. 996	2,000.00
Grayson	1	3707	RWA 2453-2-1	F.M. 1417	500.00
Grayson	1	3708	RWA 3236-1-1	F.M. 3133	600.00
Hopkins	1	3709	RWA 3237-1-1	F.M. 3134	800.00
Hunt	1	3710	RWA 3145-1-2	F.M. 1564	300.00
Hunt	1	3711	RWA 1839-1-3	F.M. 1571	200.00
Hunt	1	3712	RWA 2247-3-1	F.M. 2194	300.00
Hunt	1	3713	RWA 1492-4-1	F.M. 2358	100.00
Lamar	1	3714	RWA 730-3-7	F.M. 905	800.00
Red River	1	3716	RWA 2155-1-3	F.M. 410	600.00
Red River	1	3717	RWA 2800-1-2	F.M. 1487	100.00
Erath	2	3700	RWA 550-4-6	F.M. 914	100.00
Jack	2	3701	RWA 1848-1-4	F.M. 2127	100.00
Johnson	2	3702	RWA 2213-1-1	F.M. 2331	250.00
Johnson	2	3703	RWA 3207-1-1	F.M. 3136	500.00
Palo Pinto	2	3704	RWA 3208-1-1	F.M. 3137	250.00
Parker	2	3705	RWA 2930-2-1	F.M. 3028	100.00
Parker	2	3706	RWA 1179-3-3	F.M. 2552	200.00

(Continued on next page)

July 31, 1969

62496 Continued --

COUNTY	DIST.	P.D.	PROJECT NO.	HIGHWAY OR LOCATION	FUNDS
Wise	2	3707	RWA 2292-1-5	F.M. 730	\$ 500.00
Archer	3	3700	RWA 1837-2-3	F.M. 1954	100.00
Baylor	3	3701	RWA 814-4-1	F.M. 2069	100.00
Clay	3	3702	RWA 1837-3-2	F.M. 1954	100.00
Clay	3	3703	RWA 3204-1-2	F.M. 2606	100.00
Wilbarger	3	3704	RWA 2128-1-2	F.M. 2897	200.00
Wilbarger	3	3705	RWA 43-21-2	F.M. 1949	100.00
Wilbarger	3	3706	RWA 1858-1-4	F.M. 2073	200.00
Wilbarger	3	3707	RWA 2943-1-3	F.M. 2073	200.00
Wilbarger	3	3708	RWA 2943-1-4	F.M. 2073	300.00
Bailey	5	3700	RWA 968-4-2	F.M. 1731	100.00
Cochran	5	3701	RWA 3126-3-2	F.M. 1585	100.00
Hockley	5	3704	RWA 3126-4-2	F.M. 1585	300.00
Lamb	5	3705	RWA 1291-4-1	F.M. 1490	400.00
Lamb	5	3706	RWA 2090-1-3	F.M. 2197	400.00
Lubbock	5	3707	RWA 1867-1-7	F.M. 1264	100.00
Lubbock	5	3708	RWA 3166-1-2	F.M. 1264	300.00
Parmer	5	3709	RWA 3243-1-1	F.M. 3140	300.00
Swisher	5	3710	RWA 3244-1-1	F.M. 3141	400.00
Martin	6	3700	RWA 3169-1-1	F.M. 3113	1,000.00
Menard	7	3700	RWA 3209-1-2	F.M. 3142	300.00
Tom Green	7	3701	RWA 1364-1-7	F.M. 1223	300.00
Taylor	8	3700	RWA 663-4-1	F.M. 1235	200.00
Bell	9	3700	RW 1835-2-11	F.M. 1741	500.00
Bell	9	3701	RW 835-1-15	F.M. 438	1,000.00
Bell	9	3702	RW 1565-1-9	F.M. 1670	300.00
Bosque	9	3703	RW 1852-2-3	F.M. 56	150.00
Bosque	9	3704	RW 422-2-5	F.M. 56	150.00
Bosque	9	3705	RW 1852-3-4	F.M. 56	200.00
Bosque	9	3706	RWA 3228-2-2	F.M. 1713	700.00
Falls	9	3708	RWA 3230-1-1	F.M. 3145	200.00
Falls	9	3709	RW 513-3-9	F.M. 107	1,500.00
Falls	9	3710	RW 752-5-13	F.M. 147	200.00

(Continued on next page)

July 31, 1969

62496 Continued --

COUNTY	DIST.	P.D.	PROJECT NO.	HIGHWAY OR LOCATION	FUNDS
Hill	9	3711	RWA 2393-2-1	F.M. 1304	\$ 300.00
Hill	9	3712	RWA 3228-3-1	F.M. 1713	300.00
Hill	9	3713	RWA 3030-1-2	F.M. 2959	500.00
Hill	9	3714	RWA 3232-3-1	F.M. 3147	300.00
McLennan	9	3716	RWA 1078-3-1	F.M. 2643	500.00
McLennan	9	3717	RWA 3233-1-1	F.M. 3148	2,500.00
McLennan	9	3718	RWA 3234-1-1	F.M. 3149	6,500.00
McLennan	9	3719	RW 833-3-14	F.M. 1637	700.00
Anderson	10	3700	RWA 3199-1-1	F.M. 2054	1,200.00
Cherokee	10	3701	RW 378-7-5	F.M. 347	300.00
Cherokee	10	3702	RW 378-8-5	F.M. 1248	300.00
Cherokee	10	3703	RWA 3153-1-1	F.M. 2935	1,200.00
Gregg	10	3704	RWA 1933-1-1	F.M. 2012	300.00
Henderson	10	3705	RW 646-5-7	F.M. 90	900.00
Henderson	10	3706	RWA 3193-1-1	F.M. 3062	300.00
Rusk	10	3708	RW 1608-2-3	F.M. 1639	1,500.00
Wood	10	3710	RWA 3240-1-1	F.M. 564	600.00
Sabine	11	3700	RW 694-1-8	F.M. 83	750.00
Shelby	11	3701	RWA 394-4-1	F.M. 1401	500.00
Brazos	17	3190	RW 8017-1-13	St. 6 (Suppl. to Min. 58778)	200,000.00
Bell	9	7150	Acct. 9009-5-24	I.H. 35 (Suppl. to Min. 58779)	300,000.00
Wheeler	25	7030	Acct. 9025-2-3	I.H. 40 (Suppl. to Min. 58339)	10,000.00
Upton	6	1701	RR 556-1-8	St. 349	17,400.00
Liberty	20	1703	RR 2591-2-3	F.M. 2610	22,600.00
Duval	21	1713	RR 623-1-7	St. 339	9,750.00
Brown	23	1701	RR 2540-1-2	F.M. 586	14,800.00
Wichita	3	0018	C 44-1-41	U.S. 287 (Suppl. to Min. 60464)	11,700.00
Kendall	15	9053	I 10-4(118)	I.H. 10 (Suppl. to Min. 61610)	5,500.00
Coryell, etc.	9	0013	C 724-1-17, etc.	F.M. 116 (Suppl. to Min. 60180)	47,350.00

(Continued on next page)

July 31, 1969

62496 Continued --

COUNTY	DIST.	P.D.	PROJECT NO.	HIGHWAY OR LOCATION	FUNDS
Bell	9	2008	A 15-18-1	F.M. 93 (Suppl. to Min. 61739)	\$ 5,000.00
Smith	10	0027	C 492-1-16	F.M. 14 (Suppl. to Min. 61292)	2,800.00
*Goliad	16	4901	N-RD 30(1)	Naval Access Road (Suppl. to Min. 60599)	56,300.00
TOTAL					\$55,802,713.00

*Project to be Financed out of Fund No. 21, Trust Account-Federal Aid Highway Act. Fund.

62497

WHEREAS, in the following counties, engineering and traffic investigations have been made to determine the reasonable and safe prima facie maximum speeds on the sections of

COUNTY	DIST.	DESCRIPTION	ZONE SPEED
<u>CARSON</u>	4	<u>INTERSTATE HIGHWAY 40</u> from Station 837 + 16.0, Control 275-3, I 40-1(69)100 easterly to Station 1445 + 00.0, Control 275-4, I 40-1(69)100, a distance of 11.511 miles approximately,	45
<u>OCHILTREE</u>	4	<u>U. S. HIGHWAY 83</u> from Station 930 + 78.5, Control 30-3, RF 158(15), southeasterly to Station 1463 + 00, Control 30-3, RF 158(15), a distance of 10.086 miles approximately,	45
<u>KIMBLE</u>	7	<u>U. S. HIGHWAY 83</u> from Station 75 + 68.50, C 35-7, F 1017(5), north-easterly to Station 116 + 00.00, C 35-7, F 1017(5), a distance of 0.763 mile approximately,	45
<u>KIMBLE</u>	7	<u>INTERSTATE HIGHWAY 10</u> from Station 1258 + 00.00, C 141-9, I 10-3(29)462, northeasterly to Station 1271 + 36.30, C 141-9, I 10-3(29)462, a distance of 0.253 mile approximately,	45
<u>BELL</u>	9	<u>U. S. HIGHWAY 190</u> from Station 564 + 42, Control 231-3, F 1009(10), easterly to Station 747 + 57, Control 231-4, F 1009(10), a distance of 3.468 miles approximately,	40
<u>ANGELINA</u>	11	<u>U. S. HIGHWAY 69</u> from Station 36 + 50, Control 199-4, RF 353(17), southeasterly to Station 515 + 28.3, Control 199-4, RF 353(17), a distance of 9.063 miles approximately,	50
<u>MONT-GOMERY</u>	12	<u>INTERSTATE HIGHWAY 45</u> from Station 993 + 14.5, C 110-4, I 45-1(94)082, southerly to Station 1030 + 01.4, C 110-4, I 45-1(94)082, a distance of 0.698 mile approximately,	45

(Continued on next page)

July 31, 1969

62497 Continued --

COUNTY	DIST.	DESCRIPTION	ZONE SPEED
<u>FAYETTE</u>	13	<u>FARM TO MARKET ROAD 609</u> from Station 28 + 13, Control 267-5, I 10-6(44)670, northerly to Station 40 + 00, Control 267-5, I 10-6(44)670, a distance of 0.225 mile approximately,	45
<u>FAYETTE</u>	13	<u>FARM TO MARKET ROAD 2238</u> from Station 331 + 00, Control 2097-1, I 10-6(44)670, southerly to Station 343 + 00, Control 2097-1, I 10-6(44)670, a distance of 0.227 mile approximately,	45
<u>JACKSON</u>	13	<u>FARM TO MARKET ROAD 530</u> from Station 430 + 00, Control 1090-1, C 1090-1-8, northerly to Station 534 + 89.39, Control 1090-1, C 1090-1-8, a distance of 1.986 miles approximately,	45
<u>GILLESPIE</u>	14	<u>RANCH TO MARKET ROAD 1623</u> from Station 242 + 00, Control 1534-2, C 1534-2-3, westerly to Station 283 + 00, Control 1534-2, C 1534-2-3, a distance of 0.776 mile approximately,	45
<u>KERR</u>	15	<u>FARM TO MARKET ROAD 783</u> from Station 211 + 00.0, Control 1135-2, C 1135-2-5, southerly to the City Limit of Kerrville at Station 254 + 12.0, Control 1135-2, C 1135-2-5, a distance of 0.806 mile approximately,	45
<u>KARNES</u>	16	<u>U. S. HIGHWAY 181</u> from the South City Limit of Kenedy at Station 539 + 86, Control 100-6, C 100-6-29, southerly to the South City Limit of Kenedy at Station 555 + 55, Control 100-6, C 100-6-29, a distance of 0.297 mile approximately,	45
<u>HARRISON</u>	19	<u>STATE HIGHWAY 154</u> from Station 1342 + 40, Control 402-3, S 646(10), easterly to Station 1451 + 00, Control 402-3, S 646(10), a distance of 2.056 miles approximately,	40
<u>JASPER</u>	20	<u>U. S. HIGHWAY 96</u> from Station 89 + 40, Control 64-8, RF 30(13) northerly to Station 240 + 00, Control 64-8, RF 30(13), a distance of 2.852 miles approximately,	40
<u>JASPER</u>	20	<u>U. S. HIGHWAY 190</u> from Station 73 + 60, Control 213-8, RF 930(11), easterly to Station 283 + 00, Control 213-8, RF 930(11), a distance of 3.965 miles approximately,	40
<u>JASPER</u>	20	<u>FARM TO MARKET ROAD 2799</u> from the West City Limit of Jasper at Station 47 + 14, Control 244-9, C 244-9-2, westerly to Station 81 + 67.3, Control 244-9, C 244-9-2, a distance of 0.654 mile approximately,	40

(Continued on next page)

July 31, 1969

62497 Continued --

COUNTY	DIST.	DESCRIPTION	ZONE SPEED
<u>JEFFERSON</u>	20	<u>U. S. HIGHWAY 69, 96, 287</u> from the South City Limit of Beaumont at Station 312 + 60, Control 200-14, U 1043(25), southerly to Station 363 + 17.8, Control 200-14, U 1043(25), a distance of 0.96 mile approximately,	40

where construction projects are in progress; and

WHEREAS, it has been determined by these engineering and traffic investigations that the reasonable and safe prima facie maximum speeds on the sections of highways described herein are as tabulated under the heading, "Zone Speed."

NOW, THEREFORE, THE STATE HIGHWAY COMMISSION hereby declares and fixes the reasonable and safe prima facie maximum speed limits on the sections of highways described herein to be as tabulated under the heading, "Zone Speed," and it is ordered that the State Highway Engineer be authorized to proceed with the erection of appropriate signs showing the maximum speed limits as tabulated under the heading, "Zone Speed." Upon completion of each construction project, all such signs applying to that project shall be removed. The completion and/or acceptance of each project shall cancel the provision of this Minute applying to said project.

62498

WHEREAS, in the following counties, engineering and traffic investigations have been made to determine the reasonable and safe prima facie maximum speeds on the sections of

COUNTY	DIST.	DESCRIPTION
<u>GRAYSON</u>	1	<u>FARM TO MARKET ROAD 120</u> from the West City Limit of Pottsboro at Milepost 12.902, Control 202-8, northerly through Fink (unincorporated) to Milepost 0.000, Control 202-8, a distance of 7.105 miles approximately; and from the East City Limit of Pottsboro at Milepost 0.514, Control 728-1, easterly to the West City Limit of Denison at Milepost 5.220, Control 728-1, a distance of 4.706 miles approximately,
<u>JOHNSON</u>	2	<u>INTERSTATE HIGHWAY 35 WEST</u> from the North City Limit of Grandview at Station 1105 + 90.8, Control 14-22, southerly through the corporate limits of Grandview to the South City Limits of Grandview at Station 1173 + 27.3, Control 14-22, a distance of 1.276 miles approximately,
<u>JOHNSON</u>	2	<u>INTERSTATE HIGHWAY 35 WEST</u> from the North City Limit of Burleson at Station 15 + 09, Control 14-3, southerly through the corporate limits of Burleson to the South City Limit of Burleson at Station 107 + 22, Control 14-3, a distance of 1.745 miles approximately,
<u>JOHNSON</u>	2	<u>INTERSTATE HIGHWAY 35W FRONTAGE ROADS</u> from the Tarrant-Johnson County Line at Station 760 + 53.6, Control 14-3, southerly to Station 1218 + 35.5, Control 14-22, excluding the sections within the corporate limits of Burleson, Alvarado, and Grandview, a distance of 19.226 miles approximately,

(Continued on next page)

July 31, 1969

62498 Continued --

COUNTY	DIST.	DESCRIPTION
<u>TARRANT</u>	2	<u>U. S. HIGHWAY 287</u> from the Southeast City Limit of Kennedale at Station 704 + 48, Control 172-2, southeasterly to the Northwest City Limit of Mansfield at Station 906 + 83, Control 172-2, a distance of 3.832 miles approximately,
<u>TARRANT</u>	2	<u>U. S. HIGHWAY 287</u> from Station 1064 + 65, Control 172-2, within the corporate limits of Mansfield, southerly to the Southeast City Limit of Mansfield at Station 1095 + 50, Control 172-2, a distance of 0.584 mile approximately,
<u>TARRANT</u>	2	<u>INTERSTATE HIGHWAY 820 NORTHWEST FRONTAGE ROAD</u> from the City Limit of Forest Hill at Station 12 + 51, Control 8-13, southwesterly to Station 2 + 46, Control 8-13, a distance of 0.190 mile approximately, and <u>SOUTHEAST FRONTAGE ROAD</u> from Station 2 + 15, Control 8-13, northeasterly to the City Limit of Forest Hill at Station 14 + 70, Control 8-13, a distance of 0.238 mile approximately,
<u>TARRANT</u>	2	<u>FARM TO MARKET ROAD 157</u> from the City Limit of Mansfield at Station 1294 + 22, Control 747-4, northerly within the corporate limits of Mansfield to the City Limit of Mansfield at Station 1295 + 83, Control 747-4, a distance of 0.030 mile approximately, and from the City Limit of Mansfield at Station 1310 + 54, Control 747-4, northerly within the corporate limits of Mansfield to the City Limit of Mansfield at Station 1355 + 00, Control 747-4, a distance of 0.842 mile approximately, and from the City Limit of Mansfield at Station 1388 + 83, Control 747-4, northerly within the corporate limits of Mansfield to its intersection with U. S. Highway 287, at Station 1391 + 24, Control 747-4, a distance of 0.046 mile approximately,
<u>POTTER</u>	4	<u>FARM TO MARKET ROAD 1061</u> from the West City Limit of Amarillo at Station 9 + 05.95, Control 1245-2, westerly to Station 30 + 18, Control 1245-2, a distance of 0.400 mile approximately,
<u>POTTER</u>	4	<u>FARM TO MARKET ROAD 1719</u> from the North City Limit of Amarillo at Station 5 + 32.22, Control 1624-1, northerly to Station 27 + 40.0, Control 1624-1, a distance of 0.418 mile approximately,
<u>POTTER</u>	4	<u>FARM TO MARKET ROAD 2176</u> from the North City Limit of Amarillo at Station 12 + 18, Control 2081-1, northerly to its intersection with Farm to Market Road 1719 at Station 107 + 66.7, Control 2081-1, a distance of 1.808 miles approximately,
<u>POTTER</u>	4	<u>LOOP 434</u> from the North City Limit of Amarillo at Station 316 + 25, Control 41-8, northerly to its intersection with U. S. Highway 87 and U. S. Highway 287 at Station 395 + 12, Control 41-8, a distance of 1.494 miles approximately,
<u>RANDALL</u>	4	<u>FARM TO MARKET ROAD 1541</u> from the South City Limit of Amarillo at Station 279 + 86, Control 1408-2, southerly to Station 242 + 90, Control 1408-2, a distance of 0.700 mile approximately,

(Continued on next page)

July 31, 1969

62498 Continued --

COUNTY	DIST.	DESCRIPTION
<u>McLENNAN</u>	9	<u>INTERSTATE HIGHWAY 35 EAST and WEST FRONTAGE ROADS</u> from the South City Limit of West at Station 839 + 95, Control 14-8, southerly to Station 818 + 95.11, Control 14-8, a distance of 0.400 mile approximately, and from the North City Limit of West at Station 858 + 25, Control 14-8, northerly to Station 879 + 49, Control 14-8, a distance of 0.400 mile approximately,
<u>McLENNAN</u>	9	<u>FARM TO MARKET ROAD 2114</u> from the West City Limit of West at Station 463 + 89.75, Control 2305-3, westerly to Station 442 + 77.75, Control 2305-3, a distance of 0.400 mile approximately, and from the East City Limit of West at Station 45 + 36, Control 261-2, easterly to Station 63 + 89.17, Control 261-2, a distance of 0.400 mile approximately,
<u>McLENNAN</u>	9	<u>FARM TO MARKET ROAD 2311</u> from the South City Limit of West at Station 59 + 92, Control 2174-1, southerly to Station 96 + 88, Control 2174-1, a distance of 0.700 mile approximately,
<u>SMITH</u>	10	<u>FARM TO MARKET ROAD 2493</u> from the City Limit of Tyler at Milepost 1.970, Control 191-3, southerly to the City Limit of Tyler at Milepost 2.503, Control 191-3, a distance of 0.283 mile approximately; and from the South City Limit of Tyler at Milepost 2.670, Control 191-3, southerly through Gresham (unincorporated) and Flint (unincorporated) to the North City Limit of Bullard at Milepost 14.200, Control 191-3, a distance of 11.530 miles approximately,
<u>BRAZORIA</u>	12	<u>STATE HIGHWAY 36</u> from Milepost 2.000, Control 188-3, southerly through Damon (unincorporated) to Milepost 2.370, Control 188-3, a distance of 0.370 mile approximately,
<u>HARRIS</u>	12	<u>STATE HIGHWAY 3</u> from the South City Limit of Houston at Milepost 7.818, Control 51-2, southeasterly to Milepost 8.758, Control 51-2, a distance of 0.940 mile approximately; and from the North City Limit of Webster at Milepost 12.077, Control 51-2, northwesterly to Milepost 11.100, Control 51-2, a distance of 0.977 mile approximately; and from the South City Limit of Webster at Milepost 15.046, Control 51-2, southeasterly to the Harris-Galveston County Line at Milepost 15.072, Control 51-2, a distance of 0.026 mile approximately,
<u>WILLIAMSON</u>	14	<u>FARM TO MARKET ROAD 971</u> from the West City Limit of Granger at Station 528 + 49, Control 2690-1, westerly to Station 320 + 00, Control 2690-1, a distance of 3.949 miles approximately,
<u>BEE</u>	16	<u>FARM TO MARKET ROAD 799</u> from its intersection with Farm to Market Road 673 at Station 0 + 00, Control 1058-3, westerly to Live Oak County Line at Station 555 + 00, Control 1058-3, a distance of 10.511 miles approximately,

(Continued on next page)

July 31, 1969

62498 Continued --

COUNTY	DIST.	DESCRIPTION
<u>JIM WELLS</u>	16	<u>FARM TO MARKET ROAD 534</u> from its intersection with State Highway 359 at Station 0 + 00, Control 1808-3, northerly to Live Oak County Line at Station 275 + 56.3, Control 1808-3, a distance of 5.217 miles approximately,
<u>LIVE OAK</u>	16	<u>FARM TO MARKET ROAD 534</u> from the Jim Wells County Line at Station 0 + 00, Control 1808-2, through Lagarto (unincorporated) and through Dinero (unincorporated) to Bee County Line at Station 247 + 26.0, Control 1550-1, a distance of 22.352 miles approximately,
<u>LIVE OAK</u>	16	<u>FARM TO MARKET ROAD 799</u> from its intersection with U. S. Highway 59 at Station 0 + 00, Control 1058.2, eastward to Bee County Line at Station 424 + 04.2, Control 1058-2, a distance of 11.788 miles approximately,
<u>LIVE OAK</u>	16	<u>FARM TO MARKET ROAD 1596</u> from its intersection with Farm to Market Road 799, at Station 0 + 00, Control 1448-1, eastward to its intersection with U. S. Highway 59 at Station 421 + 99.1, Control 1448-1, a distance of 8.011 miles approximately,
<u>SAN PATRICIO</u>	16	<u>FARM TO MARKET ROAD 893 WESTBOUND LANE</u> from the West City Limit of Portland at Station 90 + 46.95, Control 1209-01, westerly and northerly to its intersection with Farm to Market Road 631 at Station 617 + 87.1, Control 1209-01, a distance of 9.970 miles approximately, and <u>EASTBOUND LANE</u> from its intersection with Farm to Market Road 631 at Station 617 + 87.1, Control 1209-01 southerly and easterly to the West City Limit of Portland at Station 99 + 79.9, Control 1209-01, a distance of 9.793 miles approximately,
<u>MADISON</u>	17	<u>U. S. HIGHWAY 190</u> from the West City Limit of Madisonville at Milepost 17.750, Control 117-4, westerly to Milepost 17.550, Control 117-4, a distance of 0.200 mile approximately, and from the East City Limit of Madisonville at Milepost 20.075, Control 117-5, easterly to Milepost 20.816, Control 117-5, a distance of 0.741 mile approximately,
<u>MADISON</u>	17	<u>STATE HIGHWAY 21</u> from Milepost 20.816, Control 117-5, easterly to Milepost 21.200, Control 117-5, a distance of 0.384 mile approximately,
<u>UVALDE</u>	22	<u>FARM TO MARKET ROAD 1023</u> from its intersection with Farm to Market Road 2369, at Station 0 + 00, Control 2563-1, southerly to the North City Limit of Uvalde at Station 26 + 40, Control 2563-1, a distance of 0.500 mile approximately,

as evidenced by the plans (strip maps) for these zones, in the files of the Texas Highway Department, which are hereby approved; and

WHEREAS, it has been determined by these engineering and traffic investigations that the reasonable and safe prima facie maximum speeds for the sections of highways described above are as shown on the aforementioned plans (strip maps);

(Continued on next page)

July 31, 1969

62498 Continued --

NOW, THEREFORE, THE STATE HIGHWAY COMMISSION hereby declares and fixes the reasonable and safe prima facie maximum speed limits to be as shown on the aforementioned plans (strip maps); and it is ordered that the State Highway Engineer be authorized to proceed with the erection of appropriate signs showing the maximum speed limits.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 120 from the West City Limit of Pottsboro in GRAYSON COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 58341, dated October 3, 1966, which pertains to the speed zoning of FARM TO MARKET ROAD 120 from the West City Limit of Pottsboro at Milepost 12.902, Control 202-8, northerly through Fink (unincorporated) to Milepost 0.000, Control 202-8, a distance of 7.105 miles approximately; and from the East City Limit of Pottsboro at Milepost 0.514, Control 728-1, easterly to the West City Limit of Denison at Milepost 5.220, Control 728-1, a distance of 4.706 miles approximately, in GRAYSON COUNTY.

The provision of this Minute pertaining to the speed zoning of INTERSTATE HIGHWAY 35 WEST through Burleson in JOHNSON COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 59113, dated April 27, 1967, which pertains to the speed zoning of INTERSTATE HIGHWAY 35 WEST through Burleson in JOHNSON COUNTY.

The provision of this Minute pertaining to the speed zoning of INTERSTATE HIGHWAY 35 WEST FRONTAGE ROADS in JOHNSON COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 59254, dated June 1, 1967, which pertains to the speed zoning of INTERSTATE HIGHWAY 35W FRONTAGE ROADS from the Tarrant-Johnson County Line at Station 760 + 53.6, Control 14-3, southerly to Station 1218 + 35.5, Control 14-22, excluding the sections within the corporate limits of Burleson, Alvarado, and Grandview, a distance of 19.226 miles approximately, in JOHNSON COUNTY.

The provision of this Minute pertaining to the speed zoning of U. S. HIGHWAY 287 in TARRANT COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 60061, dated October 27, 1967, which pertains to the speed zoning of U. S. HIGHWAY 287 in TARRANT COUNTY.

The provision of this Minute pertaining to the speed zoning of U. S. HIGHWAY 287 between Kennedale and Mansfield in TARRANT COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 50211, dated October 27, 1961, which pertains to the speed zoning of U. S. HIGHWAY 287 in TARRANT COUNTY.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 157 in TARRANT COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 56359, dated July 29, 1965, which pertains to the speed zoning of FARM TO MARKET ROAD 157 in TARRANT COUNTY.

The provision of this Minute pertaining to the speed zoning of LOOP 434 in POTTER COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 53457, dated September 26, 1963, which pertains to the speed zoning of U. S. HIGHWAY 87-287 in POTTER COUNTY.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 2114 in McLENNAN COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 53349, dated August 12, 1963, which pertains to the speed zoning of FARM TO MARKET ROAD 2114 in McLENNAN COUNTY.

(Continued on next page)

July 31, 1969

62498 Continued --

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 2311 in McLENNAN COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 53349, dated August 12, 1963, which pertains to the speed zoning of FARM TO MARKET ROAD 2311 in McLENNAN COUNTY.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 2493 from the City Limit of Tyler in SMITH COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 57359, dated May 4, 1966, which pertains to the speed zoning of FARM TO MARKET ROAD 2493 in SMITH COUNTY.

The provision of this Minute pertaining to the speed zoning of STATE HIGHWAY 3 in HARRIS COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 48109, dated August 23, 1960, which pertains to the speed zoning of STATE HIGHWAY 3 in HARRIS COUNTY.

The provision of this Minute pertaining to the speed zoning of FARM TO MARKET ROAD 534 in LIVE OAK COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 58472, dated October 28, 1966, which pertains to the speed zoning of FARM TO MARKET ROAD 534 in LIVE OAK COUNTY.

The provision of this Minute pertaining to the speed zoning of U. S. HIGHWAY 190 in MADISON COUNTY cancels and supersedes the provision of COMMISSION MINUTE ORDER NO. 56359, dated July 29, 1965, which pertains to the speed zoning of U. S. HIGHWAY 190 and STATE HIGHWAY 21 in MADISON COUNTY.

WHEREAS, in various counties, the State Highway Commission has by Minute Orders set speed limits on various sections of highways of the State Highway System, and

WHEREAS, speed limits on these sections of highways are no longer necessary or have been incorporated by various cities which have the authority to set speed limits on these sections of highways,

NOW, THEREFORE, IT IS ORDERED BY THE STATE HIGHWAY COMMISSION that the following COMMISSION MINUTE ORDERS or parts of COMMISSION MINUTE ORDERS which establish speed limits on these sections of highways be canceled.

COUNTY	DIST.	DESCRIPTION
<u>TARRANT</u>	2	That part of COMMISSION MINUTE ORDER NO. 54131, dated March 31, 1964, which pertains to the speed zoning of <u>STATE HIGHWAY 121 in TARRANT COUNTY</u> .
<u>TARRANT</u>	2	That part of COMMISSION MINUTE ORDER NO. 35382, dated December 18, 1953, which pertains to the speed zoning of <u>STATE HIGHWAY 183 FRONT-AGE ROADS in TARRANT COUNTY</u> .
<u>TARRANT</u>	2	That part of COMMISSION MINUTE ORDER NO. 36586, dated September 27, 1954, which pertains to the speed zoning of <u>STATE HIGHWAY 183</u> through River Oaks in <u>TARRANT COUNTY</u> .
<u>SMITH</u>	10	That part of COMMISSION MINUTE ORDER NO. 53230, dated July 31, 1963, which pertains to the speed zoning of <u>FARM TO MARKET ROAD 2493</u> , Control 191-3, District 10, a distance of 14.84 miles in <u>SMITH COUNTY</u> .

(Continued on next page)

July 31, 1969

62498 Continued --

COUNTY	DIST.	DESCRIPTION
<u>BEE</u>	16	That part of COMMISSION MINUTE ORDER NO. 53230, dated July 31, 1963, which pertains to the speed zoning of <u>FARM TO MARKET ROAD 799</u> , Control 1058-3, District 16, a distance of 10.51 miles in <u>BEE COUNTY</u> .
<u>LIVE OAK</u>	16	That part of COMMISSION MINUTE ORDER NO. 53230, dated July 31, 1963, which pertains to the speed zoning of <u>FARM TO MARKET ROAD 799</u> , Control 1058-2, District 16, a distance of 11.78 miles in <u>LIVE OAK COUNTY</u> .
<u>LIVE OAK</u>	16	That part of COMMISSION MINUTE ORDER NO. 53230, dated July 31, 1963, which pertains to the speed zoning of <u>FARM TO MARKET ROAD 1042</u> , Control 1553-1, District 16, a distance of 6.63 miles in <u>LIVE OAK COUNTY</u> .
<u>LIVE OAK</u>	16	That part of COMMISSION MINUTE ORDER NO. 53230, dated July 31, 1963, which pertains to the speed zoning of <u>FARM TO MARKET ROAD 1592</u> , Control 1448-1, District 16, a distance of 8.30 miles in <u>LIVE OAK COUNTY</u> .
<u>SAN PATRICIO</u>	16	That part of COMMISSION MINUTE ORDER NO. 53230, dated July 31, 1963, which pertains to the speed zoning of <u>FARM TO MARKET ROAD 893</u> , Control 1209-1, District 16, a distance of 11.29 miles in <u>SAN PATRICIO COUNTY</u> .
<u>HALL</u>	25	That part of COMMISSION MINUTE ORDER NO. 53463, dated September 26, 1963, which pertains to the speed zoning of <u>STATE HIGHWAY 86</u> , from Station 301 + 00, Control 105-1, District 25, a distance of 0.284 mile in <u>HALL COUNTY</u> .

62499

IT IS ORDERED BY THE COMMISSION that an appropriation in the amount of \$495,890.00 be and is hereby made to finance the following work described at the estimated costs shown:

COUNTY	HWY. NO.	LIMITS & LENGTH	TYPE OF WORK	AMOUNT
Shackelford	US 380	At Hubbard Creek Bridge	Erosion Control	\$ 2,400.00
Brazoria	SH 332	Fr H&BV Railroad to 0.5 mile east - 0.5 mi.	Stabilize base and resurface	28,600.00
Fort Bend	US 59	Fr Wharton County Line to Rosenberg - 7.1 mi.	Additional surface	62,000.00
Galveston	SH 124	At Intercoastal Canal	Replace submarine cable	7,000.00
Galveston	IH 45	At Galveston Causeway	Repair fender system	13,000.00
Matagorda	SH 60	At approximately 1.0 mile south of SH 35	Install metal beam guard rail	2,100.00
Calhoun	SH 35	At Blardone Ditch near Port Lavaca	Construct culverts	54,000.00

(Continued on next page)

July 31, 1969

62499 Continued --

COUNTY	HWY. NO.	LIMITS & LENGTH	TYPE OF WORK	AMOUNT
De Witt	US 183	Fr McCoy Creek to 2.8 miles north - 2.8 mi.	Widen base and surface	\$ 33,300.00
Bastrop	US 290	Fr SH 95 in Elgin to FM 696 - 3.6 mi.	To supplement funds previously appropriated for M-114-4-28 for the work of placing seal coat	8,000.00
Bastrop	US 290	Fr FM 696 to 6.4 miles east - 6.4 mi.	To supplement funds previously appropriated for M-114-5-19 for the work of placing seal coat	14,100.00
Bastrop	SH 71	Fr Colorado River Bridge to near Bastrop East City Limits - 2.0 mi.	Seal coat	12,000.00
Travis	IH 35	Fr 0.3 mile south of Ben White Boulevard to 3.9 miles south - 3.6 mi.	Seal coat	28,500.00
Travis	IH 35	Fr 3.9 miles south of Ben White Boulevard to Hays County Line - 5.0 mi.	Seal coat	39,000.00
Bexar	IH 410	Fr US 90 to US 281 (sections) - 14.1 mi.	Level-up with Heater-Planer	38,700.00
Bexar	IH 410	Fr US 90 to US 281 (sections) - 14.1 mi.	Level-up	16,200.00
Bexar	IH 35	Fr. 3.8 miles north of Loop 353 to 0.4 mile south of Loop 353 (sections) - 4.2 mi.	Level-up	19,700.00
Bexar	IH 35	At South Laredo Street	Replace pump engine	1,500.00
Bexar	IH 10	Fr Ackerman Road to FM 1516 (sections) - 4.1 mi.	Level-up	10,200.00
Washington	SH 36	Fr Burleson County Line to Loop 283 - 10.6 mi.	Seal coat	18,500.00
Denton	IH 35E	At Timber Creek	Strengthen base and construct overflow section	32,000.00
Ellis	US 75	On the Business Route of US 75 in Ferris	Reconstruction of the Southern Pacific Railroad Company grade crossing	5,950.00
Jefferson	SH 87	Fr 0.5 mile north of Keith Lake Bridge to 0.1 mile north - 0.1 mi.	Construct retaining wall	6,900.00
Jefferson	Spur 214	Near the junction with SH 87	Reconstruction of the Southern Pacific Railroad Company grade crossing	3,140.00

(Continued on next page)

July 31, 1969

62499 Continued --

COUNTY	HWY. NO.	LIMITS & LENGTH	TYPE OF WORK	AMOUNT
Cameron	US 77	Fr 0.5 mile north of Resaca Del Rancho Viejo to 1.2 miles north (West Frontage Road) - 1.2 mi.	Strengthen base and resurface	\$ 39,100.00
TOTAL				\$ 495,890.00

62500 IT IS ORDERED BY THE COMMISSION that an appropriation in the amount of \$198,100.00 be and is hereby made to finance the following work described at the estimated costs shown:

COUNTY	HWY. NO.	LIMITS & LENGTH	TYPE OF WORK	AMOUNT
Hunt	FM 751	Fr 1.8 miles north of Van Zandt County Line to Van Zandt County Line - 1.8 mi.	Widen base and surface	\$ 72,000.00
Jones	FM 600	At Clear Fork of the Brazos River Bridge	Bridge repair	4,500.00
Williamson	FM 971	Fr Granger to Friendship - 6.8 mi.	To supplement funds previously appropriated for M-1202-2-5 for reconditioning base and surface	18,200.00
Bexar	FM 1518	Fr Southern Pacific Railroad in Elmendorf to 2.6 miles northeast of US 181 - 4.4 mi.	Erosion control	5,000.00
Comal	FM 306	At 2.0 miles north of IH 35	Reconstruction of the M.K. & T. Railroad Company grade crossing	2,600.00
Guadalupe	FM 621	Fr FM 20 to Hays County Line - 9.9 mi.	Level-up	35,700.00
Kendall	RM 473	Fr Nichols Ranch to RM 1376 - 7.4 mi.	Widen surface and seal coat	26,100.00
Wilson	FM 539	Fr US 87 in Sutherland Springs to SH 97 - 8.2 mi.	Seal coat	15,600.00
Ellis	FM 983	In Ferris	Reconstruction of the Southern Pacific Railroad Company grade crossing	2,700.00
Chambers	FM 1985	At approximately 0.6 mile east of FM 582	Replace culvert	15,700.00
TOTAL				\$ 198,100.00

62501 IT IS ORDERED BY THE COMMISSION that the State Highway Engineer be authorized to proceed with the purchase of needed replacement and additional capitalized equipment in the amount of \$308,670.00 as per list attached and appropriation of this amount to the following account is hereby made for this purpose. This is in accordance with the 1968-1969 Approved Budget for Departmental Operations, Item II. A. 5.

Account No. 44-1-5202 \$308,670.00

(Continued on next page)

July 31, 1969

62501 Continued --

In addition to the above and in accordance with Minute No. 60961, the attached list totaling \$168,789.66 is submitted to the State Highway Engineer for review and submission to the State Highway Commission and reflects all purchases during the month of July of Shop Equipment, Office Furniture, Laboratory Equipment, Office Machines, Engineering Equipment and all Code Chart 27-B Miscellaneous Equipment Items.

62502

WHEREAS, the State Highway Commission, under provision of House Bill 993 enacted by the State Legislature in the 56th Regular Session, is authorized to fix the maximum gross weight of vehicles or combination thereof and load or maximum axle and wheel loads which may be transported or moved on, over or upon any State Highway or Farm to Market or Ranch to Market Road at a less weight than the legal loads when it is found that greater maximum weight would tend to rapidly deteriorate or destroy the roads, bridges or culverts; and

WHEREAS, an engineering and traffic investigation have been made of the Highway System to determine and fix the maximum loads to be transported or moved on, over or upon the roads and structures of said Highway System; and

WHEREAS, it has been determined from this investigation that the loads on certain structures and sections of roads of the Highway System should be restricted:

NOW, THEREFORE, IT IS ORDERED that the maximum limits of loads which may be transported or moved on, over or upon those roads and structures as described in the attached lists be fixed as set forth therein, superseding any portion of previous action in conflict herewith; and

IT IS FURTHER ORDERED that the State Highway Engineer shall proceed with the erection of signs as appropriate, thereby making the fixing of these load limitations effective and operative.

62503

WHEREAS, the State Highway Commission of the State of Texas has found in order to promote the Public Safety, to facilitate the Safety and movement of traffic, to preserve the financial investment of the public in its highways and to promote the National Defense, public necessity requires the laying out, opening, constructing, reconstructing, maintaining, and operating of Controlled Access Highways in the State of Texas as a part of the State Highway System at such locations as are necessary to complete the National System of Interstate and Defense Highways throughout the State of Texas; and,

WHEREAS, the State Highway Commission has found and determined that each of the following listed parcels of land, same being more particularly described in the exhibits attached hereto, and such additional lesser estates or property interests described thereon, are necessary and suitable for use for such purposes and it is necessary to acquire fee simple title to said land, as provided by law, as a part of the State Highway System to be so constructed, reconstructed, maintained, and operated thereon, and in the exercise of the police power of the State for the preservation of human life and safety, and under existing laws, the highway to be constructed on each such parcel of land is designated as a Controlled Access Highway; and,

WHEREAS, the State Highway Commission, through its duly authorized representatives, has negotiated with the owner or owners of each of such parcels of land and has been unable to agree with such owner or owners as to the fair cash market value thereof and damages, if any;

(Continued on next page)

July 31, 1969

62503 Continued --

NOW, THEREFORE, it is hereby ordered that the State Highway Engineer be and he is hereby authorized and directed to transmit this request of the State Highway Commission to the Attorney General of the State of Texas to file or cause to be filed, against all owners and lienholders, proceedings in eminent domain to acquire in the name of and on behalf of the State of Texas, for said purposes, fee simple title to each such parcel of land as are more particularly described in each of the exhibits attached hereto and made a part hereof, and such additional lesser estates or property interests as are more fully described in each of said exhibits, save and excepting, oil, gas and sulphur, as provided by law, to wit:

EXHIBIT:	COUNTY:	HIGHWAY:	ACCOUNT NO.:	PARCEL:
A	McLENNAN	Interstate 35	9009-5-8	338-B

62504

WHEREAS, the State Highway Commission of the State of Texas has found in order to promote the Public Safety, to facilitate the Safety and movement of traffic, to preserve the financial investment of the public in its highways and to promote the National Defense, public necessity requires the laying out, opening, constructing, reconstruction, maintaining, and operating of Controlled Access Highways in the State of Texas as a part of the State Highway System at such locations as are necessary to complete the National System of Interstate and Defense Highways throughout the State of Texas; and,

WHEREAS, the State Highway Commission has found and determined that each of the following listed parcels of land, same being more particularly described in the exhibits attached hereto, and such additional lesser estates or property interests described thereon, are necessary and suitable for use for such purposes and it is necessary to acquire fee simple title to said land, as provided by law, as a part of the State Highway System to be so constructed, reconstructed, maintained, and operated thereon, and in the exercise of the police power of the State for the preservation of human life and safety, and under existing laws, the highway to be constructed on each such parcel of land is designated as a Controlled Access Highway, and roads are to be built as a part of said highway whereby the right of ingress and egress to or from the remaining private property abutting on said highway is not to be denied; and,

WHEREAS, the State Highway Commission, through its duly authorized representatives, has negotiated with the owner or owners of each of such parcels of land and has been unable to agree with such owner or owners as to the fair cash market value thereof and damages, if any;

NOW, THEREFORE, it is hereby ordered that the State Highway Engineer be and he is hereby authorized and directed to transmit this request of the State Highway Commission to the Attorney General of the State of Texas to file or cause to be filed, against all owners and lienholders, proceedings in eminent domain to acquire in the name of and on behalf of the State of Texas, for said purposes, fee simple title to each such parcel of land as are more particularly described in each of the exhibits attached hereto and made a part hereof, and such additional lesser estates or property interests as are more fully described in each of said exhibits, save and excepting, oil, gas and sulphur, as provided by law, to wit:

EXHIBIT:	COUNTY:	HIGHWAY:	ACCOUNT NO.:	PARCEL:
A	HARRIS	Interstate 610	9012-10-2	247
B	DALLAS	Interstate 20	9018-2-17	11 and 11-E
C	DALLAS	Interstate 20	9018-2-17	344
D	DALLAS	Interstate 20	9018-2-17	345
E	EL PASO	Interstate 110	9024-14-1	116

July 31, 1969

62505

WHEREAS, the State Highway Commission of the State of Texas has found in order to promote the Public Safety, to facilitate the Safety and movement of traffic, to preserve the financial investment of the public in its highways and to promote the National Defense, public necessity requires the laying out, opening, constructing, reconstructing, maintaining and operating of Controlled Access Highways in the State of Texas as a part of the State Highway System at such locations as are necessary to complete the National System of Interstate and Defense Highways throughout the State of Texas; and,

WHEREAS, the State Highway Commission has found and determined that each of the following listed parcels of land, same being more particularly described in the exhibits attached hereto, and such additional lesser estates or property interests described thereon, are necessary and suitable for use for such purposes and it is necessary to acquire fee simple title to said land, as provided by law, as a part of the State Highway System to be so constructed, reconstructed, maintained, and operated thereon, and in the exercise of the police power of the State for the preservation of human life and safety, and under existing laws, the highway to be constructed on each such parcel of land is designated as a Controlled Access Highway, and roads are to be built as a part of said highway whereby the right of ingress and egress to or from the remaining private property abutting on said highway is not to be denied, except as designated and specifically set forth on each of the exhibits attached hereto; and,

WHEREAS, the State Highway Commission, through its duly authorized representatives, has negotiated with the owner or owners of each of such parcels of land and has been unable to agree with such owner or owners as to the fair cash market value thereof and damages, if any;

NOW, THEREFORE, it is hereby ordered that the State Highway Engineer be and he is hereby authorized and directed to transmit this request of the State Highway Commission to the Attorney General of the State of Texas to file or cause to be filed, against all owners and lienholders, proceedings in eminent domain to acquire in the name of and on behalf of the State of Texas, for said purposes, fee simple title to each such parcel of land as are more particularly described in each of the exhibits attached hereto and made a part hereof, and such additional lesser estates or property interests as are more fully described in each of said exhibits, save and excepting, oil, gas and sulphur, as provided by law, to wit:

EXHIBIT:	COUNTY:	HIGHWAY:	ACCOUNT NO.:	PARCEL:
A	PECOS	Interstate 10	9006-3-7	2 and 6
B	DALLAS	Interstate 20	9018-2-17	348
C	PECOS	Interstate 10	9006-3-8	18 and 18-E
D	CROCKETT	Interstate 10	9007-3-6	2 and 2-E

62506

WHEREAS, in CALHOUN COUNTY, Texas, on STATE HIGHWAY SPUR 346, the State purchased in its own name certain land needed for a maintenance site for State highway purposes, said land being conveyed to the State by instrument of record in Volume 34, Page 136 of the Deed Records of Calhoun County, Texas; and

WHEREAS, said land is no longer needed for highway purposes, said surplus land being more particularly described in Exhibit A, attached hereto and made a part hereof; and

WHEREAS, David Bruce Smith and wife, Belle Dunlap Smith, Executors of the Stanley E. Smith Estate, owners of certain other land needed by the State for use as an addition to other maintenance property owned by the State for State Highway purposes, have agreed to convey said needed land to the State, part consideration therefor being the quitclaiming by the State of its interest in the aforementioned surplus land to David Bruce Smith and wife, Belle Dunlap Smith, Executors of the Stanley E. Smith Estate; and

(Continued on next page)

July 31, 1969

62506 Continued --

WHEREAS, Article 6673a, V. A. C. S., authorizes the conveyance of such surplus land or interest therein as part or full consideration for other land needed by the State for highway purposes; and

NOW, THEREFORE, in consideration of the foregoing premises and in accordance with the provisions of the aforementioned Statute, it is hereby recommended by the State Highway Commission, subject to approval by the Attorney General that the Governor of Texas execute a proper instrument quitclaiming the State's interest in the aforementioned surplus land to David Bruce Smith and wife, Belle Dunlap Smith, Executors of the Stanley E. Smith Estate, said surplus land being more particularly described in Exhibit A, attached hereto and made a part hereof.

62507

WHEREAS, in GALVESTON COUNTY, Texas, near INTERSTATE HIGHWAY 45, State funds were expended in the acquisition of certain land needed by the State Highway Department for highway purposes, said land being conveyed to the State by deed, recorded in Volume 735, Page 327, of the Deed Records of Galveston County, Texas; and

WHEREAS, it having been determined that said land is no longer needed for highway purposes or for the use of citizens as a road, said surplus land was advertised for sale as provided by Article 6673a, V. A. C. S., said surplus land being more particularly described in Exhibit A, attached hereto and made a part hereof; and

WHEREAS, a bid of \$8,650.00 was submitted by Stewart Title Guaranty Company, which was the highest bid received; and

WHEREAS, the State Highway Commission finds \$8,650.00 to be a fair and reasonable value for said land; and

WHEREAS, Article 6673a, V. A. C. S., authorizes the sale of such real property which is no longer needed for highway or local road purposes;

NOW, THEREFORE, in consideration of the foregoing premises and in accordance with the provisions and within the purview of the aforementioned Statute, it is hereby recommended by the State Highway Commission that, subject to approval by the Attorney General, the Governor of Texas execute a proper instrument conveying the subject property to Stewart Title Guaranty Company, for a cash consideration of \$8,650.00, said land being more particularly described in Exhibit A, attached hereto and made a part hereof.

62508

In the City of Houston, HARRIS COUNTY, Texas, on INTERSTATE HIGHWAY 45 (U. S. HIGHWAY 75), IT IS ORDERED BY THE COMMISSION that all bids received and opened on July 16, 1969, on the 6821.67 square foot tract of land located at the intersection of Interstate Highway 45 (North Freeway) and East Hamilton Street, owned by the State of Texas, be and are rejected.

62509

IT IS ORDERED BY THE COMMISSION that an appropriation of \$10,000.00 be made for use in the balance of the 1968-69 fiscal year for the following special account to be used by the Bridge Division:

45-1-4940	Special Research and Investigation on Design and Construction	\$10,000.00
-----------	---	-------------

62510

WHEREAS, the Departmental Budget for the fiscal year 1968-1969 provided \$20 Million for the I.P.E. Budget Fund to cover anticipated charges for preliminary engineering; and

(Continued on next page)

July 31, 1969

62510 Continued --

WHEREAS, the balance of funds remaining for this operation is not sufficient to meet the estimated financial requirements for such during the remainder of the 1968-1969 fiscal year; and

WHEREAS, it is estimated that additional charges for preliminary engineering during the remainder of the fiscal year of 1968-69 will amount to approximately \$700,000.00; and

WHEREAS, the approved Departmental Budget for the fiscal year of 1969-1970 has provided for an allocation of \$23 Million for the I.P.E. Budget Fund to cover the anticipated charges for preliminary engineering during that period;

NOW, THEREFORE, IT IS HEREBY ORDERED that a supplemental allocation of \$700,000.00 be provided to cover the estimated charges for preliminary engineering during the remainder of the 1968-1969 fiscal year, ending August 31, 1969; and

IT IS ALSO ORDERED that an initial allocation of \$12 Million be authorized to cover the anticipated I.P.E. charges for preliminary engineering during the first six months period of the fiscal year 1969-1970, beginning September 1, 1969; and

IT IS FURTHER ORDERED that these allocation of funds for the finance of the I.P.E. Budget Fund and the charges of preliminary engineering costs thereto are to be used by the Austin Office and the Districts of the Department on the basis of the needs of each; and, the State Highway Engineer is authorized to direct the distribution of these funds and the issuance of authorizations for Investigation and Planning Work on programmed projects and such other meritorious preliminary engineering work as may be authorized.

62511

WHEREAS, the Fifty-Ninth Legislature dedicated a certain strip of land along the entire west side of Camp R. M. Hubbard adjacent to the east right of way line of Missouri Pacific Railroad to be used as right of way for a limited access boulevard serving as a loop through the City of Austin between U. S. Highway 183 and U. S. Highway 290 and known as MoPac Boulevard; and

WHEREAS, the dedication provides that the State of Texas be reimbursed for all costs due to the adjustments of the utilities, driveways, buildings, and parking lots resulting from the dedication of such land to the City of Austin;

NOW, THEREFORE, IT IS ORDERED BY THE COMMISSION that the State Highway Engineer be and is hereby directed to proceed in the most feasible and economical manner with the necessary work to maintain the operational efficiency of the Camp Hubbard facility and to enter into an agreement with the City of Austin for reimbursement of cost in compliance with the intent of the aforementioned dedication.

62512

WHEREAS, State Highway Commission Minute Order No. 14097, dated September 16, 1937, established a departmental policy relative to highway traffic signals at highway intersections, excluding those intersections located on frontage roads and at interchanges of expressway type of construction in cities 5,000 population and over (latest Federal Census); and

WHEREAS, State Highway Commission Minute Order No. 36362, dated July 17, 1954, established a departmental policy relative to highway traffic signals on frontage roads and at interchanges of expressway type of construction in cities 5,000 population and over (latest Federal Census); and

(Continued on next page)

July 31, 1969

62512 Continued --

WHEREAS, State Highway Commission Minute Orders Nos. 23969, dated October 24, 1947 and 29749, dated January 30, 1951, modified and expanded the provisions of State Highway Commission Minute Order No. 14097; and

WHEREAS, it is now considered advisable to further modify and expand the provisions of State Highway Commission Minute Orders Nos. 14097, 23969, 29749, and 36362;

NOW, THEREFORE, IT IS ORDERED BY THE STATE HIGHWAY COMMISSION that effective August 1, 1969, the following policy relative to highway traffic signals shall govern the activity of the Highway Department in this respect until further modification is considered necessary. (The provisions of Highway Commission Minute Orders Nos. 29749 and 36362, within their respective coverages, shall govern for all requests for highway traffic signals received prior to August 1, 1969 which might be pending final approval. Other than for this purpose Highway Commission Minute Orders Nos. 29749 and 36362 together with Highway Commission Minute Orders Nos. 14097 and 23969 are superseded and canceled by this Minute Order.)

A. HIGHWAYS OTHER THAN INTERSTATE AND OTHER THAN THOSE CONSTRUCTED OR TO BE CONSTRUCTED TO FULL CONTROL OF ACCESS STANDARDS.

1. The Highway Engineer is authorized to install, operate, and maintain highway traffic signals on State highway routes at:
 - a. Highway and road intersections and non-intersection locations outside the corporate limits of cities, and at
 - b. Highway-highway intersections, highway intersections with prominent streets, and non-intersection locations inside the corporate limits of cities having a population less than 15,000 (latest Federal Census)
2. All highway traffic signals installed under the conditions listed in A-1-a and A-1-b shall be subject to the further condition that a traffic survey shall have been made and the survey analysis shows that the proposed signal location(s) meets one or more of the Warrants for Highway Traffic Signals contained in the then current Texas Manual on Uniform Traffic Control Devices for Streets and Highways.
3. All other requests for the installation of highway traffic signals on highways not in accordance with A-1-a, A-1-b, and A-2, and which may be considered desirable and representing unusual conditions, will be acted upon separately and only on condition that they shall not be within a city of 15,000 or greater population (latest Federal Census) and that 50 percent of the cost of the equipment and all the power costs shall be paid from local rather than State sources.
4. The responsibility for control, operation, and maintenance of all traffic signals installed by the Highway Department under the provisions of Highway Commission Minute Orders Nos. 14097, 23969, and 29749 in cities whose population is 15,000 or greater (latest Federal Census) shall remain with the Highway Department unless and until other provision is made.

(Continued on next page)

July 31, 1969

62512 Continued --

5. The Highway Department will not take over for maintenance and operation any city owned, operated, and maintained traffic signal that does not meet one or more of the Warrants for Highway Traffic Signals contained in the then current Texas Manual on Uniform Traffic Control Devices for Streets and Highways.
 6. Should the Highway Department take over for maintenance and operation any city owned, installed, operated, and maintained traffic signal and remove any city owned part or parts from the installation, such city owned part or parts will be returned to the city unless installed on a route of the State Highway System within the city.
- B. INTERSTATE HIGHWAYS AND OTHER STATE HIGHWAYS WHICH ARE CONSTRUCTED OR TO BE CONSTRUCTED TO FULL CONTROL OF ACCESS STANDARDS.
1. The Highway Engineer is authorized to install, operate, and maintain highway traffic signals on:
 - a. Frontage roads and at interchanges outside the corporate limits of cities, and on
 - b. Frontage roads and at interchanges inside the corporate limits of cities having a population less than 15,000 (latest Federal Census)
 2. The Highway Engineer is authorized to install highway traffic signals on frontage roads and at interchanges inside the corporate limits of cities having a population of 15,000 or greater (latest Federal Census) wherein the city agrees to:
 - a. Pay for the cost of power for operating the signals.
 - b. Operate and maintain the signals at its sole expense if requested to do so by the Highway Department.
 - c. Obtain the approval of the Highway Department before making any changes in the design of operation and timing of the signals or before removing any part of the installation.
 - d. Return any and all parts of a State installed signal removed by the city to the Highway Department unless such part or parts are installed on a route of the State Highway System at a location approved by the Highway Department.
 3. All highway traffic signals installed under the conditions listed in B-1-a, B-1-b, B-2-a, B-2-b, B-2-c, and B-2-d shall be subject to the further condition that a traffic survey shall have been made and the survey analysis shows that the proposed signal location(s) meets one or more of the Warrants for Highway Traffic Signals contained in the then current Texas Manual on Uniform Traffic Control Devices for Streets and Highways.

62513

In the following listed counties the State Highway Engineer is directed to proceed in the most feasible and economical manner with rest area construction at the estimated cost shown:

(Continued on next page)

July 31, 1969

62513 Continued --

COUNTY	HWY.	LIMITS	TYPE OF WORK	AMOUNT
Rusk	US 79	Approximately 3.0 miles east of Rusk-Cherokee County Line	Rest Area Fencing	\$ 1,500.00
Angelina	US 59	Approximately 1.0 mile north of Neches River	Reconstruct Rest Area	8,000.00
Jasper	FM 1007	Approximately 2.0 miles west of US 96	Construct Rest Area	13,000.00
TOTAL				\$ 22,500.00

62514

The State Highway Engineer is directed to proceed in the most feasible and economical manner with the work for placement of traffic buttons and pavement markers as shown below:

<u>District</u>	<u>County</u>	<u>Cont. & Sect.</u>	<u>Hwy. No.</u>	<u>Location</u>	<u>Est. Cost</u>
20	Jefferson	28-6-36	US 90	From .8 mi. W. of China to FM 364	\$ 7,900.00
20	Jefferson	28-7-29	US 90	From FM 364 to .1 mi. E. of IH 10	5,900.00
20	Orange	28-9-62	IH 10	From Neches River Bridge to FM 105 in Vidor	3,500.00
20	Orange	28-11-105	IH 10	From FM 105 in Vidor to .2 mi. W. of M.P. RR	35,300.00
20	Jefferson	28-13-62	IH 10	From Gladys St. to US 69 in Beaumont	450.00
20	Orange	28-14-35	IH 10	From .2 mi. W. of M.P. RR to Sabine River Bridge	19,100.00
20	Jefferson	65-8-97	US 69	From SH 347 to .3 mi. S. of FM 365	7,800.00
20	Jefferson	200-11-54	US 69	From IH 10 to French Rd. in Beaumont	1,350.00
20	Chambers	508-2-39	IH 10	From Cedar Bayou Bridge to SH 61	8,800.00
20	Chambers	508-3-38	IH 10	From SH 61 to .492 mi. E. of FM 1406	8,900.00
20	Chambers	508-3-39	SH 73	From .492 mi. E. FM 1406 to .3 mi. W. Jefferson C/L	2,300.00
20	Jefferson	508-4-53	SH 73	From Spur 214 to .4 mi. E. of SH 347	12,300.00
20	Chambers	739-1-10	IH 10	From .4 mi. E. FM 1406 to Jefferson County Line	7,700.00
20	Jefferson	739-2-34	IH 10	From Chambers Co. Line to .3 mi. SW of FM 364	34,900.00
TOTAL					\$ 156,200.00

financing the cost from the Traffic Safety Budget Funds previously authorized by Minute Order 60976, dated June 12, 1968.

July 31, 1969

- 62515 In ANGELINA COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, flexible base, hot mix asphaltic concrete base, surfacing and hot mix asphaltic concrete pavement from State Highway 7 intersection 9.14 miles northwest of Lufkin, southeast to intersection with State Highway 103, a distance of 9.649 miles on U. S. HIGHWAY 69 and STATE HIGHWAY 7, Control 199-4-38, 553-2-6 and 894-1-7, Federal Project RF 353(17) and S 510(3), is awarded to Moore Brothers Construction Company, Lufkin, Texas, for \$2,195,544.11, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 62516 In BELL COUNTY, on bids received July 23, 1969, contract for widening structures at Nolan Creek west and east of Nolanville, a distance of 0.325 mile on U. S. HIGHWAY 190, Control 231-3&4-39&22, Federal Project F 1009 (10), is awarded to C. R. Hudnall, Richardson, Texas, for \$213,400.10, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 62517 In BOWIE COUNTY, on bids received July 22, 1969, contract for construction of grading, structures and two course surface treatment from Interstate Highway 30 south to U. S. Highway 82, a distance of 2.042 miles on STATE HIGHWAY 93, Control C 945-1-6, is awarded to McMillin-Burkett Construction Company, Texarkana, Texas, for \$862,019.49, which is the lowest and best bid.
- 62518 In BROOKS and CAMERON COUNTIES, on bids received July 23, 1969, contract for construction of rock asphalt pavement and hot mix asphaltic concrete pavement from south edge of Falfurrias south to 0.7 mile north of S.P. Railroad and from South Frontage Road of U. S. Highway 77 and 83 Expressway south to end of Curb and Gutter Section, a distance of 12.041 miles on U. S. HIGHWAY 281 and FARM TO MARKET ROAD 1479, Control C 255-4-40 and C 1425-4-9, is awarded to Motheral Contractors, Inc. and Valley Caliche Products, Inc., Weslaco, Texas, for \$155,190.00, which is the lowest and best bid.
- 62519 In BROWN COUNTY, on bids received July 23, 1969, contract for construction of hot mix asphaltic concrete pavement overlay from State Highway 279 east to 0.3 mile east of U. S. Highway 67 and 377 Intersection, a distance of 3.747 miles on U. S. HIGHWAY 84, Control C 54-6&7-36&35, C 79-1-16 and C 128-1-43, is awarded to H. L. Freeland, Inc. and George M. Anthor, San Antonio, Texas, for \$138,195.40, which is the lowest and best bid.
- 62520 In BURLESON COUNTY, the bid received July 23, 1969, for construction of overpass bridge and approaches at Southern Pacific Railroad southeast of State Highway 21, a distance of 0.264 mile on FARM TO MARKET ROAD 975, Control C 1129-1-9, is hereby rejected.
- 62521 In CALLAHAN COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, base and surfacing from 9.0 miles west of Cross Plains to 5.0 miles west of Cross Plains, a distance of 4.260 miles on FARM TO MARKET ROAD 2287, Control 2378-3-2, Federal Project S 3074 (1)A, is awarded to J. H. Strain & Sons, Inc., Tye, Texas, for \$124,249.11, which is the lowest and best bid.
- 62522 In CARSON COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, flexible base, asphalt stabilized base, hot mix asphaltic concrete pavement and rest area from 1.6 miles east of Conway to 2.0 miles west of Groom, a distance of 11.511 miles on INTERSTATE HIGHWAY 40, Control 275-3&4-19&15, Federal Project I 40-1(69)100, is awarded to Cooper and Woodruff, Inc., Amarillo, Texas, for \$4,064,203.64, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.

July 31, 1969

62523

In CASS, BOWIE, MARION, PANOLA, MORRIS and UPSHUR
COUNTIES, on bids received July 23, 1969, contract for metal beam guard
 in the counties and between the limits listed below:

COUNTY	PROJECT	HIGHWAY	LENGTH	LIMITS
Cass	C 10-10-19	US 67	0.078 mi.	From east end Sulphur River Relief Bridge to west end Sulphur River Relief Bridge
Bowie	C 10-11-52	US 67	0.807 mi.	From east end Sulphur Bridge to 0.3 mile east of Bassetts Creek Bridge
Bowie	C 10-11-52	US 67	0.044 mi.	From 1.3 miles west Anderson Creek Bridge to Anderson Creek Bridge
Bowie	C 10-12-35	US 67	0.276 mi.	From Anderson Creek Bridge to 1.8 mile east of Caney Creek
Bowie	C 10-12-35	US 67	0.082 mi.	From 0.2 mile west Nettles Creek Bridge to 0.05 mile west Elliots Creek Bridge
Bowie	C 10-13-32	US 67	0.099 mi.	From 0.06 mile east Elliots Creek Bridge to 0.03 mile east Akin Creek Bridge
Marion	C 62-5-35	US 59	0.247 mi.	From 0.03 mile south of L&A Railroad Overpass to 0.05 mile north Black Cypress Relief Bridge
Marion	C 62-6-27	US 59	0.384 mi.	From 0.2 mile north Harrison County Line to 0.2 mile south SH 49
Panola	C 63-4-19	US 59	0.476 mi.	From 0.05 mile north Six Mile Creek Relief Bridge to south end Murvaul Creek Bridge
Panola	C 63-5-16	US 59	0.126 mi.	From south end Murvaul Creek Bridge to 0.02 mile south of Nail Creek Bridge
Morris	C 222-3-28	SH 49	0.114 mi.	From 0.06 mile west L&A Overpass to 0.05 mile east L&A Overpass
Upshur	C 248-4-32	US 271	0.367 mi.	From 0.05 mile south Little Cypress Creek Relief Bridge to 0.05 mile north Lilly Creek Relief Bridge
Morris	C 392-1-27	US 259	0.132 mi.	From 0.1 mile north Big Cypress Creek Bridge to Big Cypress Creek Bridge

(Continued on next page)

July 31, 1969

62523 Continued --

COUNTY	PROJECT	HIGHWAY	LENGTH	LIMITS
Upshur	C 392-2-31	US 259	0.950 mi.	From Big Cypress Creek Bridge to Gregg County Line

a total length of 4.182 miles, is awarded to Jack A. Miller, Inc., Austin, Texas, for \$146,945.31, which is the lowest and best bid.

62524 In DALLAS COUNTY, on bids received July 23, 1969, contract for construction of bridge and approaches at White Rock Creek, a distance of 0.068 mile on STATE HIGHWAY 78, Control C 9-2-27, is awarded to Missouri River Constructors, Inc., Dallas, Texas, for \$327,749.44, which is the lowest and best bid.

62525 In DENTON COUNTY, the bid received July 23, 1969, contract for construction of grading, structures and surfacing from 0.6 mile east of Farm to Market Road 2499 to West City Limits of Lewisville, a distance of 1.953 miles on FARM TO MARKET ROAD 1171, Control C 1311-1-8, is awarded to Dan Buckner, Inc. and C. T. Martin, Cleburne, Texas, for \$324,167.89, which is the lowest and best bid.

62526 In EL PASO COUNTY, on bids received July 22, 1969, contract for construction of hot mix asphaltic concrete pavement resurfacing in El Paso from Union Depot to Buena Vista Drive (sections); and from U. S. Highway 80 (Alameda Avenue) to Trowbridge Street, a distance of 3.878 miles on LOOP 16 and FARM TO MARKET ROAD 1505, Control C 1-4-42 and C 2-16-7, is awarded to Vowell Construction Company, El Paso, Texas, for \$67,581.42, which is the lowest and best bid.

62527 In ERATH and HAMILTON COUNTIES, on bids received July 22, 1969, contract for construction of grading, structures, base and surfacing from end of Farm to Market Road 914, 4.8 miles south of Alexander south to Farm to Market Road 1744 1.0 mile east of Carlton, a distance of 4.528 miles on FARM TO MARKET ROAD 914, Control 550-4&5-5&1, Federal Project S 1346 (3)A, is awarded to L. J. Eaton, Temple, Texas, for \$120,275.68, which is the lowest and best bid.

62528 In FAYETTE COUNTY, on bids received July 22, 1969, contract for construction of concrete pavement from west end of Farm to Market Road 609 Overpass north of Flatonia to west end of Farm to Market Road 2238 Overpass, a distance of 5.989 miles on INTERSTATE HIGHWAY 10, Control 535-6&7-5&10, Federal Project I 10-6(44)670, is awarded to Austin Road Company and Worth Construction Company, General Contractors, Dallas, Texas, for \$1,349,971.97, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.

62529 In GILLESPIE COUNTY, all bids received July 23, 1969, for construction of bridge and approaches 5.0 miles south of U. S. Highway 290 at Williams Creek, a distance of 0.775 mile on RANCH TO MARKET ROAD 1623, Control C 1534-2-3, are hereby rejected.

62530 In HARRISON COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, flexible base, one and two course surface treatments from Harleton to 1.0 mile east of Farm to Market Road 2208, a distance of 1.714 miles on STATE HIGHWAY 154, Control 402-3-13, Federal Project S 646 (10), is awarded to Spencer Construction Company, Inc., Carrollton, Texas, for \$498,606.71, which is the lowest and best bid.

July 31, 1969

- 62531 In HENDERSON COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, base and surfacing at Farm to Market Road 315 at Kickapoo Creek, a distance of 1.652 miles on FARM TO MARKET ROAD 315, Control C 559-2-9, is awarded to Adams Brothers of Athens, Inc., Athens, Texas, for \$822,336.43, which is the lowest and best bid.
- 62532 In HOWARD COUNTY, on bids received July 23, 1969, contract for construction of grading, widening structures, flexible base and hot mix asphaltic concrete pavement from 1.7 miles south of Farm to Market Road 700 to Farm to Market Road 700 and in Big Spring from Goliad Street to Interstate Highway 20, a distance of 4.719 miles on U. S. HIGHWAY 87 and FARM TO MARKET ROAD 700, Control C 69-1-19 and C 668-2-6, is awarded to Strain Brothers, Inc., San Angelo, Texas, for \$1,245,161.82, which is the lowest and best bid.
- 62533 In JACKSON COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, base and surfacing from 4.538 miles north of U. S. Highway 59 to 2.200 miles north and from 8.103 miles north of U. S. Highway 59 to 1.986 miles north, a distance of 4.186 miles on FARM TO MARKET ROADS 710 and 530, Control 420-9-8 and C 1090-1-8, Federal Project RS 73 (6)A, is awarded to Wade Contractors, Inc., Edna, Texas, for \$267,553.47, which is the lowest and best bid.
- 62534 In JASPER COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, soil cement base, concrete pavement and hot mix cold laid asphaltic concrete pavement overlay from 1.7 miles north of Lela Street in Jasper north 2.9 miles, a distance of 2.851 miles on U. S. HIGHWAY 96, Control 64-8-16, Federal Project RF 30 (13), is awarded to Austin Road Company and Worth Construction Company, General Contractors, Dallas, Texas, for \$1,352,296.10, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 62535 In JASPER COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, flexible base, hot mix asphaltic concrete pavement and one course surface treatment from Park Road 48, east to Farm to Market Road 777 in Jasper and from U. S. Highway 96 west 1.5 miles, a distance of 5.511 miles on U. S. HIGHWAY 190 and FARM TO MARKET ROAD 2799, Control 213-8-37 and C 244-9-2, Federal Project RF 930 (11), is awarded to Central Construction Company, Longview, Texas, for \$949,746.48, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 62536 In JEFFERSON COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, cement stabilized base and concrete pavement from 0.2 mile west of State Highway 124, east to 0.4 mile west of Avenue A in Beaumont, a distance of 2.376 miles on U. S. HIGHWAY 69, Control 200-14-29, Federal Project F 1043 (26), is awarded to Trotti and Thomson, Inc., Beaumont, Texas, for \$2,939,930.32, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 62537 In JEFFERSON COUNTY, on bids received July 23, 1969, contract for signing, delineation and illumination in Beaumont from south of French Road to 0.2 mile north of Lucas Drive and from Spur 380 south to State Highway 347 Interchange, a distance of 2.361 miles on U. S. HIGHWAYS 69, 96 and 287, Control 200-11&14-53&28, Federal Project U 1043(24) and F 1043(25), is awarded to Mica Corporation and Blackburn Electric Service, Wichita Falls, Texas, for \$152,622.85, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.

July 31, 1969

- 62538 In JEFFERSON COUNTY, on bids received July 23, 1969, contract for signing, delineation and safety lighting from 0.4 mile east of State Highway 347 to 0.2 mile east of U. S. Highway 69, a distance of 1.954 miles on STATE HIGHWAY 73, Control 508-4-52, Federal Project F 1052 (60), is awarded to Aztec Manufacturing Co., Fort Worth, Texas, for \$65,848.63, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 62539 In KARNES COUNTY, on bids received July 23, 1969, contract for construction of grading, base and surfacing from Spur 258 to State Highway 72 in Kenedy, from Farm to Market Road 791 to Deweesville, and from Farm to Market Road 1344, 0.8 mile SE of Deweesville, SW to Atascosa County Line, a distance of 5.852 miles on U. S. HIGHWAY 181 and FARM TO MARKET ROADS 1344 and 791, Control C 100-6-29, C 1122-1-11 and C 1739-1-5, is awarded to Rio Paving Company, Harlingen, Texas, for \$184,605.90, which is the lowest and best bid.
- 62540 In KENDALL and KERR COUNTIES, on bids received July 23, 1969, contract for construction of grading, structures, flexible base, hot mix asphaltic concrete pavement, rest area drives, signing, delineation and reflective pavement arrows from U. S. Highway 87 north of Comfort to State Highway 16 east of Kerrville, a distance of 14.277 miles on INTER-STATE HIGHWAY 10, Control 142-14-8&9 and 142-15-5&6, Federal Project I 10-4(70)516 and I 10-4(72)516, is awarded to Allan Construction Co., Inc., San Antonio, Texas, for \$2,645,006.78, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 62541 In KERR COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, base and surfacing from State Highway 27 in Kerrville SW to Spur 98 at Kerrville State Hospital and from 0.5 mile SW of Interstate Highway 10 to Jackson Road in Kerrville, a distance of 1.859 miles on FARM TO MARKET ROADS 394 and 783, Control A 142-8-1 and C 1135-2-5, is awarded to Harold Martin Construction Co., Inc., Kerrville, Texas, for \$359,675.31, which is the lowest and best bid.
- 62542 In KIMBLE COUNTY, on bids received July 23, 1969, contract for construction of grading, structures, flexible base, hot mix asphaltic concrete pavement, rest area drive, signing and pavement markers from Intersection with U. S. Highway 290, 2.6 miles southeast of Junction to 1.6 miles west of U. S. Highway 83 north of Junction and from north end North Llano River Bridge to 0.672 mile north (section), a distance of 6.164 miles on INTERSTATE HIGHWAY 10 and U. S. HIGHWAY 83, Control 35-7-14, 141-9-40&43 and 142-1-40&42, Federal Project F 1017(5), I 10-3(29)462 and I 10-3(23)462, is awarded to Allan Construction Co., Inc., San Antonio, Texas, for \$5,683,419.33, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 62543 In KLEBERG COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, base and surfacing from Loop 428 south to Military Access Road in City of Kingsville, a distance of 0.788 mile on FARM TO MARKET ROAD 1717, Control C 1845-1-5, is awarded to Heldenfels Brothers, Corpus Christi, Texas, for \$343,763.98, which is the lowest and best bid.
- 62544 In MILLS COUNTY, on bids received July 23, 1969, contract for construction of grading, structures, base and surfacing from State Highway 16, 2.0 miles southwest of Goldthwaite to 3.9 miles south, a distance of 3.917 miles on FARM TO MARKET ROAD 3023, Control 3104-1-1, Federal Project S 3120 (1)A, is awarded to Robert Hall, Valley Mills, Texas, for \$145,855.98, which is the lowest and best bid.

July 31, 1969

- 62545 In MONTGOMERY COUNTY, on bids received July 22, 1969, contract for construction of surfacing, grading, structures and flexible base in Conroe from Semands Avenue to State Highway 105, a distance of 0.581 mile on INTERSTATE HIGHWAY 45, Control C 675-8-19, is awarded to Ashland Oil & Refining Company, Ashland, Kentucky, for \$144,981.17, which is the lowest and best bid.
- 62546 In MONTGOMERY COUNTY, on bids received July 23, 1969, contract for construction of grading, structures, base and surfacing at Northbound San Jacinto River Bridge, a distance of 0.697 mile on INTERSTATE HIGHWAY 45, Control 110-4-59, Federal Project I 45-1(94)082, is awarded to Larson & Stockton, Inc., Austin, Texas, for \$841,482.73, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 62547 In NAVARRO COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, base and surfacing from Farm to Market Road 55 southwest to Wolf Creek Park at Navarro Mills Reservoir, a distance of 4.015 miles on FARM TO MARKET ROAD 3164, Control 3227-1-1, Federal Project S 3123 (1)A, is awarded to D. P. Frost Construction Co., Inc., Wortham, Texas, for \$247,681.45, which is the lowest and best bid.
- 62548 In OCHILTREE COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, flexible base and hot mix asphaltic concrete pavement from Wolf Creek Bridge to 10.1 miles southeast, a distance of 10.086 miles on U. S. HIGHWAY 83, Control 30-3-17, Federal Project RF 158 (15), is awarded to Gilvin-Terrill, Inc., Amarillo, Texas, for \$1,137,330.09, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 62549 In PALO PINTO COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, base and surfacing from 2.3 miles east of Farm to Market Road 919, northeast to Near Lake Palo Pinto, a distance of 5.804 miles on RANCH TO MARKET ROAD 2692, Control 2854-1-3, Federal Project S 3121 (1)A, is awarded to Zack Burkett Co., Graham, Texas, for \$205,764.28, which is the lowest and best bid.
- 62550 In SAN PATRICIO COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, base and surfacing from 2.5 miles east of Odem to Intersection of Missouri Pacific Railroad Track in Odem and from State Highway 359 in Mathis south 1.1 miles, a distance of 3.978 miles on FARM TO MARKET ROADS 631 and 666, Control C 507-2-14 and C 1052-3-9, is awarded to South Texas Construction Co. and Southwestern Materials Co., Corpus Christi, Texas, for \$153,668.93, which is the lowest and best bid.
- 62551 In SMITH COUNTY, on bids received July 22, 1969, contract for construction of grading, structures, flexible base, asphalt base and hot mix asphaltic concrete pavement from Camp Street in Tyler, north to Intersection U. S. Highway 271 and Loop 323, a distance of 1.962 miles on U. S. HIGHWAY 271, Control 165-1-42, Federal Project U 147 (20), is awarded to Reynolds-Land, Inc., Tyler, Texas, for \$866,981.25, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.
- 62552 In TARRANT COUNTY, on bids received July 23, 1969, contract for construction of grading, structures, asphalt stabilized base and concrete pavement from Bedford-Eules Road to 0.1 mile west of State Highway 360, a distance of 5.116 miles on STATE HIGHWAY 121 and SPUR 350, Control 364-1&5-13&4, Federal Project F 1120(12) and F 1120(13), is awarded to Austin Bridge Company and Austin Road Company and Worth Construction Company, General Contractors, Dallas, Texas, for \$4,798,163.62, which is the lowest and best bid, subject to the concurrence of the Bureau of Public Roads.

July 31, 1969

62553

In TITUS COUNTY, on bids received July 23, 1969, contract for construction of grading, structures, lime treated subgrade, cement treated base and two course surface treatment from Interstate Highway 30 in Mt. Pleasant south to U. S. Highway 67, a distance of 0.396 mile on LOOP 419, Control C 221-9-2, is awarded to Titus Construction Company, Mt. Pleasant, Texas, for \$118,514.47, which is the lowest and best bid, establishing a unit price of \$3.50 per L.F. for Item No. 522.028 Conc. C and G (Ty IV), which is declared to be the intended bid.

62554

In TOM GREEN COUNTY, on bids received July 23, 1969, contract for construction of grading, structures, base and surfacing from Farm to Market Road 2335, 0.2 mile south of Tankersley, east to Twin Buttes Reservoir Area, a distance of 3.729 miles on RANCH TO MARKET ROAD 2166, Control A 3142-1-1, is awarded to Seidel, Inc., San Angelo, Texas, for \$76,268.54, which is the lowest and best bid.

62555

In WICHITA COUNTY, on bids received July 22, 1969, contract for signing and traffic signals in Wichita Falls from 9th Street to 100 feet north of 8th Street and from 0.5 mile west of U. S. Highway 287 Expressway to Broad Street, a distance of 0.425 mile on U. S. HIGHWAYS 277 and 287, Control C 43-9-44 and C 156-4-30, is awarded to Mica Corporation, Wichita Falls, Texas, for \$28,209.29, which is the lowest and best bid.

62556

In FORT BEND, WALLER and GALVESTON COUNTIES, on bids received 9:00 A.M., July 22, 1969, at Austin, contract for cleaning and painting existing structural steel and railing in the counties and located at the limits listed below:

PROJECT NO.	HWY. NO.	COUNTY	LIMITS
MC 27-8-71	US 59	Fort Bend	At Brazos River
MC 271-4-25	IH 10	Waller	At Brazos River
MC 500-1-56	IH 45	Galveston	At Galveston Bay Causeway

is awarded to Randall H. Sharpe, Oklahoma City, Oklahoma, for \$160,926.00, which is the lowest and best bid.

62557

In WOOD COUNTY, on bids received until 2:30 P.M., July 17, 1969, at Austin, the contract for construction of an ADDITION TO THE EXISTING RESIDENT ENGINEER'S OFFICE, REMODEL EXISTING LABORATORY, and a MAINTENANCE SERVICE BUILDING on the Maintenance Site at Mineola, Jobs MC-10-W-14, X-14 and E-14, Budget 10, Authorization 2401, 2201 and 2402, is awarded to George R. Hill Co., P. O. Box 4268, Tyler, Texas, for \$67,593.00, which is the lowest and best bid.

62558
JCD

In ANDERSON COUNTY, a LOOP is hereby designated extending from the intersection of Loop 256 and State Highway 155 north of the City of Palestine, west and south to the intersection of Loop 256 and U. S. Highway 79, a distance of approximately 4.0 miles, subject to the condition that Anderson County and the City of Palestine will secure all right of way in accordance with established policies of the Texas Highway Department.

Upon acceptance of this Order by Anderson County and the City of Palestine, the State Highway Engineer is directed to proceed with engineering surveys to establish the location, determination of right of way requirements and estimates of cost.

This action is taken in the interest of advance planning with the understanding that State funds are not now available for the purchase of right of way and construction and that such work will be undertaken with funds that may become available for allocation in Anderson County and the City of Palestine in future programs of work.

(Continued on next page)

July 31, 1969

62558 Continued --

This Order is subject to acceptance by Anderson County and the City of Palestine and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

62559
JCD

WHEREAS, in ANDERSON COUNTY, the City of Palestine has requested assistance in the relocation and improvement of U. S. HIGHWAY 84 along Spring Street extending from Oak Street to Granberry Street, a distance of approximately 0.7 mile; and

WHEREAS, an analysis of the request indicates that such relocation and improvement will materially add to traffic safety on this facility;

NOW, THEREFORE, the State Highway Engineer is directed to tender the following proposal to the City of Palestine:

Provided the City will:

1. Secure all necessary right of way according to policies of the Texas Highway Department and provide for the construction of continuous curb and gutter where none now exists, storm sewers, etc., all as may be necessary for a complete project with the exception of pavement and its support.
2. Assume responsibility for the construction of driveways and sidewalks should they be deemed necessary now or in the future and agree to make such installations in accordance with governing policies and regulations of the Department.
3. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement, and agree to regulate traffic, provide for parallel parking and prevent encroachment on the right of way, all in accordance with governing policies and regulations of the Department.

The Texas Highway Department will:

1. Participate in the cost of right of way and provide for widening pavement and its support within these limits.
2. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement.

It is understood that the responsibility of the Texas Highway Department is confined to the pavement and its support, and all other features necessary now or in the future to provide an adequate travel facility shall be the responsibility of the City of Palestine.

Upon acceptance of the provisions of this Order by the appropriate officials of the City of Palestine, the State Highway Engineer is directed to proceed with the development of plans and when the City has fulfilled its obligations under this Order and when plans are complete, the State Highway Engineer shall submit the work for finance consideration of the Highway Commission in the next available program.

It is understood that the City may discharge its construction obligations as outlined herein in any manner as they may elect. In the event the City desires the State to include their portion of the work in the State's construction contract, the State Highway Engineer is hereby authorized to enter into agreement with the City for such work and its cost as may be agreed upon.

This Order shall become operative upon acceptance by the City of Palestine and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

July 31, 1969

62560
JCD

WHEREAS, in ANDERSON COUNTY, the City of Palestine has requested assistance in the extension of U. S. HIGHWAY 287 from an intersection with U. S. Highway 79, southeast to U. S. Highway 84, a distance of approximately 0.5 mile; and

WHEREAS, an analysis of the request indicates that such a relocation will materially add to traffic safety on this facility;

NOW, THEREFORE, the State Highway Engineer is directed to tender the following proposal to the City of Palestine:

Provided the City will:

1. Secure all necessary right of way according to policies of the Texas Highway Department and provide for the construction of continuous curb and gutter, storm sewers, etc., all as may be necessary for a complete project with the exception of pavement and its support.
2. Assume responsibility for the construction of driveways and sidewalks should they be deemed necessary now or in the future and agree to make such installations in accordance with governing policies and regulations of the Department.
3. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement, and agree to regulate traffic, provide for parallel parking and prevent encroachment on the right of way, all in accordance with governing policies and regulations of the Department.

The Texas Highway Department will:

1. Participate in the cost of right of way and provide for construction of pavement and its support within these limits.
2. Maintain that portion of the work which is its responsibility in accordance with present maintenance agreement.

It is understood that the responsibility of the Texas Highway Department is confined to the pavement and its support, and all other features necessary now or in the future to provide an adequate travel facility shall be the responsibility of the City of Palestine.

Upon acceptance of the provisions of this Order by the appropriate officials of the City of Palestine, the State Highway Engineer is directed to proceed with the development of plans and when the City has fulfilled its obligations under this Order and when plans are complete, the State Highway Engineer shall submit the work for finance consideration of the Highway Commission in the next available program.

It is understood that the City may discharge its construction obligations as outlined herein in any manner as they may elect. In the event the City desires the State to include their portion of the work in the State's construction contract, the State Highway Engineer is hereby authorized to enter into agreement with the City for such work and its cost as may be agreed upon.

This Order shall become operative upon acceptance by the City of Palestine and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

62561
D-8

WHEREAS, in BEXAR COUNTY, in the City of San Antonio and vicinity, INTERSTATE HIGHWAY 410 extends from a junction with Interstate Highway 10 north of Balcones Heights, southerly, easterly and northerly to Interstate Highway 35 near Fort Sam Houston; and

WHEREAS, State Loop 410 extends from Interstate Highway 35 at Fratt, west to a junction with Interstate Highway 10 and Interstate Highway 410 north of Balcones Heights; and

(Continued on next page)

July 31, 1969

62561 Continued --

WHEREAS, because of the obvious need for an interstate loop completely around the City of San Antonio, application was made to the Bureau of Public Roads for the addition of State Loop 410 to the Interstate Highway System; and

WHEREAS, the Bureau of Public Roads has officially acknowledged the importance of this highway by adding it to the Interstate Highway System.

NOW, THEREFORE, the official description of Interstate Highway 410 is hereby modified to extend from a junction with Interstate Highway 35 at Fratt, westerly, southerly, easterly and northerly to another connection with Interstate Highway 35 near Fort Sam Houston, thereby, together with the section of Interstate Highway 35 between Fort Sam Houston and Fratt, providing a complete interstate loop around the City of San Antonio.

62562
D-8

WHEREAS, in BEXAR COUNTY on STATE HIGHWAY 16 from Scenic Loop Road, north of Helotes, north to the Medina County Line, a distance of approximately 9.1 miles, a public hearing was held on May 27, 1969, in the City of San Antonio covering the route proposed for this highway; and

WHEREAS, authorized representatives of the Texas Highway Department conducted the hearing and with the aid of maps and schematics displayed and explained the proposed route; and

WHEREAS, everyone in attendance at the hearing was given an opportunity for a full expression of views and opinions; and

WHEREAS, the transcript which was made of the public hearing has been reviewed and after careful consideration of the comments and suggestions made at this hearing, it is believed that from the standpoint of economics, traffic service and overall public interest, the route as proposed by the Texas Highway Department represents the logical and proper route for the development of the proposed highway improvements.

NOW, THEREFORE, the route as exhibited at the public hearing is hereby approved and the State Highway Engineer is directed to proceed with additional studies necessary to hold another public hearing covering the proposed design.

62563
JCD

In BEXAR COUNTY on INTERSTATE HIGHWAY 10, IT IS ORDERED that the portion of Minute Order 60543 which authorized the installation of barrier fence, sign revisions and additional guard rail, from Interstate Loop 410 east of San Antonio, northeast to Farm to Market Road 1518, a distance of approximately 10.6 miles, at an estimated cost of \$813,400.00, be and is hereby cancelled, and in lieu thereof, the State Highway Engineer is directed to proceed with the installation of additional guard rail and sign revisions in BEXAR, GUADALUPE, KENDALL and COMAL COUNTIES, on the following locations at the estimated costs shown:

<u>Counties</u>	<u>Highway</u>	<u>Limits</u>	<u>Length</u>	<u>Estimated Cost</u>
Bexar & Guadalupe	Int. 10	Fr. Int. Loop 410 E. of San Antonio, NE. to US 90 E. of Seguin	31.5 mi.	\$ 296,000.00
Bexar & Kendall	Int. 10	Fr. De Zavala Rd. NW. to 1.0 mi. N. of Little Joshua Cr.	28.2 mi.	99,100.00
Bexar, Guadalupe & Comal	Int. 35	Fr. Weidner Rd. N. of San Antonio, NE. to Hays C/L	29.2 mi.	117,100.00
		TOTAL	88.9 mi.	\$ 512,200.00

July 31, 1969

62564
JCD

In BROOKS COUNTY on STATE HIGHWAY 285, from East City Limit of Falfurrias, east to Kleberg County Line, a distance of approximately 9.4 miles, the State Highway Engineer is directed to enter into Contractual Agreements with the appropriate local officials for the purchase of right of way at an estimated State cost of \$34,000.00, financing the cost in the 1971-1972 Consolidated Highway Program.

62565
D-18

WHEREAS, the State Highway Commission, under provision of House Bill 993 enacted by the State Legislature in the 56th Regular Session, is authorized to fix the maximum gross weight of vehicles or combination thereof and load or maximum axle and wheel loads which may be transported or moved on, over or upon any State Highway or Farm to Market or Ranch to Market Road at a less weight than the legal loads when it is found that greater maximum weight would tend to rapidly deteriorate or destroy the roads, bridges or culverts; and

WHEREAS, in CAMERON COUNTY, an engineering and traffic investigation has been made to determine the maximum loads which should be transported or moved on, over or upon the Laguna Madre Bridge on PARK ROAD 100, which is identified as Structure No. 4, Control 331-4 in the records of the Department;

NOW, THEREFORE, IT IS ORDERED that the maximum gross loads which may be transported or moved on, over or upon the Laguna Madre Bridge on Park Road 100 in Cameron County be and are hereby limited to 58,420 pounds; and

IT IS FURTHER ORDERED that the State Highway Engineer shall proceed with the erection of signs as required to make this Order effective and operative.

62566
JCD

WHEREAS, in CAMERON COUNTY on U. S. HIGHWAY 77 and 83, the construction of safety lighting in Brownsville between 0.1 mile south of State Highway 48 to 0.8 mile south is presently authorized at an estimated cost of \$18,000.00; and

WHEREAS, the City of Brownsville has requested expansion of this work to provide a continuous Illumination System from State Highway 4 northwest to 0.4 mile north of North City Limit, a distance of approximately 3.9 miles; and

WHEREAS, the City of Brownsville has requested such construction under the portion of Minute Order 61624 whereby the State Highway Department will furnish and install at its sole expense all necessary equipment to complete the agreed Illumination System and the City will pay for the electrical energy and all costs of maintenance necessary to the operation of the system in an efficient and slightly condition;

NOW, THEREFORE, IT IS ORDERED that the construction of safety lighting as authorized by Minute Order 56622, at an estimated cost of \$18,000.00, be and is hereby cancelled, and in lieu thereof the State Highway Engineer is directed to proceed with construction of a continuous Illumination System from State Highway 4 northwest to 0.4 mile north of North City Limit in accordance with the provisions of Minute Order 61624, at an estimated cost of \$164,400.00, financing the additional cost of \$146,400.00 in the next available program of work.

This Order is subject to acceptance by the City of Brownsville and if not accepted within 90 days of the date hereof, the action herein contained shall be automatically cancelled.

62567
JCD

In COOKE COUNTY on INTERSTATE HIGHWAY 35, from Red River south to Denton County Line, a distance of approximately 21.6 miles, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the installation of additional signing and median barrier guard fence, at an estimated cost of \$279,000.00, financing the cost in the 1969-1972 Interstate Construction and Right of Way Program.

July 31, 1969

62568
D-3

WHEREAS, in CULBERSON COUNTY, Minute Order No. 61536 provided for designation and construction of a FARM TO MARKET ROAD extending from the end of Farm to Market Road 2185, approximately 16.2 miles northeast of Farm to Market Road 2809, northeasterly to Ranch to Market Road 652, a distance of 54.0 miles; and

WHEREAS, Minute Order No. 61536 provided, among other things, that Culberson County will, at this time, furnish the sum of \$500,000.00 as a portion of their cost of the construction; and

WHEREAS, plans are now complete for a portion of the proposed construction within the limits from 16.4 miles northeast of Farm to Market Road 2809 to 4.33 miles northeast of Jones Ranch Headquarters on Farm to Market Road 2185 and it is desired to begin construction at an early date; and

WHEREAS, the County has advised that it does not now have the full amount of required funds available for deposit with the State; and

WHEREAS, the County by official resolution, dated July 14, 1969, has requested modification of the terms and conditions of Minute Order No. 61536 to permit the County to pay \$100,000.00 after August 1, 1969, \$200,000.00 on or before December 10, 1969, and \$200,000.00 on or before March 10, 1970.

NOW, THEREFORE, it is ordered that Minute Order No. 61536 be modified as outlined herein and that all other terms and conditions set forth in said minute continue and remain in full force and effect and that the proposal of the County be and is hereby accepted and the State Highway Engineer is directed to enter into a contract with the County whereby their portion of the cost of construction will be paid as outlined herein.

Upon execution of such a contract with the County the State Highway Engineer is directed to proceed with construction in the most feasible and economical manner.

62569
JCD

In DALLAS COUNTY on INTERSTATE LOOP 635, from east of U. S. Highway 75 southeast to north of Interstate Highway 30, a distance of approximately 9.7 miles, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the installation of chain link barrier fencing, at an estimated cost of \$206,600.00, financing the cost in the 1969-1972 Interstate Construction and Right of Way Program.

62570
D-18

WHEREAS, in DALLAS COUNTY, a portion of STATE HIGHWAY 66 has been constructed on a new location between Garland and Rockwall, and

WHEREAS, as a result of such construction, the following described section of the old location of State Highway 66 is no longer needed for highway purposes:

From the junction of Kirby Road in Rowlett to Shipp Road, a distance of approximately 1.12 miles;

NOW, THEREFORE, IT IS ORDERED that the designation of the above described section of the old route of State Highway 66 be and is hereby cancelled; and

FURTHER, that the State Highway Engineer is directed to notify Dallas County of this action.

62571
D-3

WHEREAS, in DALLAS COUNTY, bids were received and publicly opened and read on June 18, 1969, for installation of ramp metering equipment for Freeway Control System from south of Washington Avenue to Spring Valley Road on U. S. HIGHWAY 75 and designated as control 47-7-72, project T 9001(1); and

(Continued on next page)

July 31, 1969

62571 Continued --

WHEREAS, Minute Order No. 62420 dated June 30, 1969, awarded a contract to Blackburn Electric Service, Fort Worth, Texas, in the amount of \$389,444.06; and

WHEREAS, the specifications under which this and other bids were submitted and this contract awarded, provided that should the successful bidder refuse or neglect to execute and file the contract and bonds, the proposal guaranty filed with the bid should become the property of the State; and

WHEREAS, Blackburn Electric Service, by letter dated July 7, 1969, notified the Department that they would not be in a position to execute a contract in accordance with the proposal which they submitted for this project on June 18, 1969, due to the fact that they made an error in their bid.

NOW, THEREFORE, it is ordered that Minute Order No. 62420 dated June 30, 1969, awarding a contract to Blackburn Electric Service be and is hereby cancelled and that Blackburn Electric Service be declared in default of their contract, and the proposal guaranty in the amount of \$20,000.00 be deposited in the State Treasury to the credit of the State Highway Fund. It is further ordered that the project be readvertised for bids at the earliest possible date.

62572
D-8

WHEREAS, in DALLAS COUNTY on STATE HIGHWAY 183 from the Tarrant County Line east to a point east of Loop 12, a distance of approximately 6.6 miles, a public hearing was held on March 19, 1969 in the City of Irving covering the proposed location and geometric design; and

WHEREAS, authorized representatives of the Texas Highway Department conducted the hearing and with the aid of a schematic layout displayed and explained the proposed location and geometric design; and

WHEREAS, everyone in attendance at the hearing was given an opportunity for full expression of views and opinions; and

WHEREAS, requests were made at this public hearing for the modification in the proposed geometric design; and

WHEREAS, careful consideration has been given to the suggestions made at the hearing and in recognition of required design criteria for the enhancement of highway safety, it has been determined that the schematic arrangement as displayed at the public hearing is in accordance with currently required design standards.

NOW, THEREFORE, IT IS ORDERED that the route and proposed geometric design as displayed at the public hearing be and are hereby approved and the State Highway Engineer is directed to proceed with the currently programmed work with the understanding that in the preparation of construction plans and subject to design approval by the Bureau of Public Roads, consideration will be given to meritorious design improvements, provided such improvements or modifications conform with acceptable engineering requirements and are found to be in the public interest for safety and convenience.

62573
JCD

In DALLAS and TARRANT COUNTIES, IT IS ORDERED that the time for acceptance of Minute Orders 61951, 62254 and 62473 be and is hereby extended an additional 60 days.

62574
JCD

In FORT BEND COUNTY on FARM TO MARKET ROAD 2218, from Farm to Market Road 1640 to State Highway 36, a distance of approximately 5.7 miles, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the work of placing seal coat, at an estimated cost of \$11,500.00, financing the cost in the 1968 Farm to Market Road Improvement Program.

July 31, 1969

62575
JCD

In GRAY COUNTY on STATE HIGHWAY 70, from 0.1 mile south of Farm to Market Road 750 at Pampa, south a distance of approximately 4.5 miles, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the construction of additional surfacing, at an estimated cost of \$70,000.00, financing the cost in the 1969 State Highway Safety and Betterment Program.

62576
JCD

In HALE COUNTY on LOOP 445, from U. S. Highway 87 north of Plainview, south to 0.8 mile north of 24th Street and from 2.0 miles south of Fourth Street to U. S. Highway 87 south of Plainview, a net length of approximately 3.0 miles, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the work of placing seal coat, at an estimated cost of \$19,200.00, financing the cost in the 1970 State Highway Safety and Betterment Program.

62577
JCD

In HALE COUNTY on LOOP 445 in Plainview, from 0.8 mile north of 24th Street to 2.0 miles south of Fourth Street, a distance of approximately 4.3 miles, the construction of grading, structures and surfacing as presently authorized in the 1967-1968 Consolidated Highway Program is expected to exceed the original allotment of funds and the State Highway Engineer is directed to proceed with the construction as planned, at a revised estimated cost of \$1,023,600.00, financing the additional cost of \$423,600.00 in the 1971-1972 Consolidated Highway Program.

62578
JCD

In HALE COUNTY on U. S. HIGHWAY 70 in Plainview, from east of U. S. Highway 87, east to Amarillo Street, a distance of approximately 0.7 mile, the widening of grading, structures and surfacing as presently authorized in the 1967 State Highway Safety and Betterment Program is expected to exceed the original allotment of funds and the State Highway Engineer is directed to proceed with construction as planned, at a revised estimated cost of \$87,800.00, financing the additional cost of \$42,900.00 in the 1970 State Highway Safety and Betterment Program.

62579
JCD

In HARRIS COUNTY on INTERSTATE LOOP 610, in Houston from north of Interstate Highway 10 north and east to Hardy Street, a distance of approximately 6.5 miles, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the installation of signing and guard fence, at an estimated cost of \$308,000.00, financing the cost in the 1969-1972 Interstate Construction and Right of Way Program.

62580
JCD

In HARRIS COUNTY on FARM TO MARKET ROAD 2920, IT IS ORDERED that the portion of the 1965 Texas Farm to Market Road Program which authorized the construction of grading, structures and surfacing, from 3.7 miles east of Farm to Market Road 149 at Tomball, east a distance of approximately 3.4 miles, at an estimated cost of \$174,000.00, be and is hereby revised to describe the project as extending from 3.1 miles east of Farm to Market Road 149 at Tomball, east to Kuykendahl Road, a distance of approximately 4.9 miles, and the State Highway Engineer is directed to proceed with construction at a revised estimated cost of \$428,400.00, financing the additional cost in the 1969 Texas Farm to Market Road Program.

62581
D-8

WHEREAS, in HARRIS COUNTY the Highway Commission by Minute Order 62067 dated March 7, 1969, designated an OUTER LOOP extending from a point on Interstate Highway 45, north of the City of Houston, in an easterly direction south of the Houston Intercontinental Airport, southerly across the Houston Ship Channel west, north and east to the point of beginning, a distance of approximately 87.5 miles, subject to the acceptance of the appropriate officials of Harris County; and

WHEREAS, the provisions of this Minute Order have been accepted by the officials of Harris County; and

(Continued on next page)

July 31, 1969

62581 Continued --

WHEREAS, this proposed highway loop from its inception has been referred to by the local residents as the Outer Belt and portions of this proposed highway have been designated by the County as East Belt or North Belt, etc.

NOW, THEREFORE, IT IS ORDERED that this proposed outer loop be redesignated and officially referred to in Highway Department records as BELTWAY NO. 8.

62582
JCD

WHEREAS, in HIDALGO COUNTY on U. S. HIGHWAY 83, the construction of a railroad grade separation and approaches at the present grade crossing with the Missouri-Pacific Railroad west of Farm to Market Road 1426 is authorized for construction at an estimated cost of \$915,000.00; and

WHEREAS, the Missouri-Pacific Railroad Company has been considering the abandonment of their tracks from San Juan to Edinburg for some time and an understanding has been reached with the railroad company for such abandonment and removal of their tracks; and

WHEREAS, this portion of the Missouri-Pacific Railroad system will eliminate the present grade crossings on U. S. Highway 83, Farm to Market Road 495, U. S. Highway 281 in Edinburg, and a proposed grade separation on the relocation of U. S. Highway 281 south of Edinburg; and

WHEREAS, the removal of this portion of the railroad system will result in substantial financial savings to the State as well as removing serious hazards to the travelling public;

NOW, THEREFORE, the State Highway Engineer is directed to enter into agreement with the Missouri-Pacific Railroad Company for the removal of their tracks between San Juan and Edinburg, at an estimated cost to the State of \$193,000.00, subject to the condition that the railroad company will furnish to the State quitclaim deeds for their properties at the existing grade crossings on U. S. Highway 83, Farm to Market Road 495, existing U. S. Highway 281, and proposed U. S. Highway 281.

At such time as such agreement is executed with the railroad company, IT IS ORDERED that the portion of the Supplement to the 1969-1970 Consolidated Highway Program which authorized the construction of Missouri-Pacific Railroad Grade Separation and Approaches west of Farm to Market Road 1426, at an estimated cost of \$915,000.00, be and is hereby cancelled, and the State Highway Engineer is directed to reserve the funds remaining after financing the cost of the track removal work authorized herein, for future use in District 21.

62583
JCD

In JACKSON COUNTY on STATE HIGHWAY 111 southeast of Edna, the State Highway Engineer is directed to enter into Contractual Agreements with the appropriate local officials for the purchase of additional right of way at the Navidad River, a net length of approximately 1.3 miles, at an estimated State cost of \$5,000.00, and to finance the cost in the next Consolidated Highway Program.

62584
JCD

In JEFFERSON COUNTY on U. S. HIGHWAY 90, from 0.2 mile west of State Highway 326 west to Liberty County Line, a distance of approximately 2.2 miles, IT IS ORDERED that the portion of the 1969-1970 Consolidated Highway Program which authorized the construction of grading, structures and surfacing for two additional lanes be and is hereby modified to include additional surfacing and shoulders on the existing lanes, at a revised estimated cost of \$941,000.00, financing the additional cost of \$191,000.00 in the 1971-1972 Consolidated Highway Program.

July 31, 1969

62585
JCD

In LIBERTY COUNTY on U. S. HIGHWAY 59, from Montgomery County Line northeast to 0.3 mile south of State Highway 105 in Cleveland, a distance of approximately 4.5 miles, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the construction of surfacing and shoulders, at an estimated cost of \$1,783,200.00, financing the cost in the next available program of work.

62586
JCD

In McLENNAN COUNTY on INTERSTATE HIGHWAY 35 in Waco from 0.2 mile south of Spur 396, north to South Eighteenth Street, a distance of approximately 1.0 mile, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the construction of grading, structures and surfacing for a connection with Spur 396 and Ramp Revisions, at an estimated cost of \$769,000.00, financing the cost in the 1969-1972 Interstate Construction and Right of Way Program.

62587
D-8

WHEREAS, in MEDINA and BANDERA COUNTIES on STATE HIGHWAY 16 from the Bexar County Line, northwest to Farm to Market Road 689 in the City of Bandera, a distance of approximately 19.2 miles, a public hearing was held on July 10, 1969, in the City of Bandera covering the proposed route and geometric design; and

WHEREAS, authorized representatives of the Texas Highway Department conducted the hearing and with the aid of a map and schematic displayed and explained the proposed route and design; and

WHEREAS, everyone in attendance at the hearing was given an opportunity for a full expression of views and opinions; and

WHEREAS, the responsible officials of Medina and Bandera Counties were in attendance at the hearing and together with a substantial majority of local residents expressed approval and support of the proposed route and schematic arrangement as displayed for the development of this section of State Highway 16; and

WHEREAS, there were some objections to the proposed arrangement because of a concern over scenic and historical areas through which the highway is routed; and

WHEREAS, the transcript which was made at the public hearing and all data received subsequent to the hearing has been reviewed and after careful consideration of the comments and suggestions made at this hearing, it is believed that from the standpoint of economics, traffic service, aesthetic and historical significance and over-all public interest, the route and geometric design as proposed by the Texas Highway Department represent the logical and proper arrangement for the development of the proposed highway improvements.

NOW, THEREFORE, the route and design as exhibited at the public hearing are hereby approved and the State Highway Engineer is directed to proceed with the currently programmed work with the understanding that consideration will be given to meritorious design improvements that will enhance both the aesthetic nature of the area and highway safety.

62588
D-18

WHEREAS, in SMITH COUNTY, a portion of FARM TO MARKET ROAD 14 has been constructed on a new location between Tyler and Red Springs; and

WHEREAS, as a result of such construction, the following described section of the old route of Farm to Market Road 14 is no longer needed for State Highway purposes:

From the junction of the old and new routes of Farm to Market Road 14 and the north frontage road of Interstate Highway 20, northerly to another junction of the old and new routes of Farm to Market Road 14, 1 mile south of the intersection of Park Road 16 and Farm to Market Road 14, a distance of 1.1 miles;

(Continued on next page)

July 31, 1969

62588 Continued --

NOW, THEREFORE, IT IS ORDERED that the designation of the above described section of the old route of Farm to Market Road 14 be and is hereby cancelled; and

FURTHER, that the State Highway Engineer is directed to notify Smith County of this action.

62589
D-8

WHEREAS, in TARRANT COUNTY on INTERSTATE HIGHWAY 820 from Interstate Highway 20, west of Fort Worth, south and east to a junction with existing Interstate Highway 820, southwest of Fort Worth, a distance of approximately 8.0 miles, a public hearing was held on August 14, 1968, in the City of Benbrook Community Center covering the proposed route and geometric design; and

WHEREAS, authorized representatives of the Texas Highway Department conducted the hearing and with the aid of a schematic layout, displayed and explained the proposed route and geometric design; and

WHEREAS, everyone in attendance at the hearing was given an opportunity for full expression of views and opinions; and

WHEREAS, there were no objections to the proposed route or geometric design but there were several suggestions made involving possible modifications in the proposed geometric design; and

WHEREAS, careful consideration has been given to the suggestions made at the hearing and in recognition of required interstate design criteria for the enhancement of highway safety, it has been determined that the schematic arrangement as displayed at the public hearing is in accordance with currently required design standards.

NOW, THEREFORE, IT IS ORDERED that the route and proposed geometric design as displayed at the public hearing be and are hereby approved and the State Highway Engineer is directed to proceed with the currently programmed work with the understanding that in the preparation of construction plans, consideration will be given to meritorious design improvements, provided such improvements or modifications conform with acceptable engineering requirements and are found to be in the public interest for safety and convenience.

62590
D-8

WHEREAS, in TARRANT COUNTY on STATE HIGHWAY 121, Minute Order Number 49450, dated April 19, 1961, directed that the ultimate location of State Highway 121 be routed from a connection with Interstate Loop 820, easterly to a point approximately 1.0 mile west of Farm to Market Road 157, thence northeasterly to a connection with present State Highway 121 northeast of Grapevine; and

WHEREAS, Minute Order Number 60575 dated February 29, 1968, designated Spur 459 from the proposed relocation of State Highway 114 southeast of Grapevine, north to State Highway 121 northeast of Grapevine; and

WHEREAS, the subsequent development of the Dallas-Fort Worth Regional Airport and changing traffic conditions have made it necessary and desirable to make certain modifications in the proposed arrangement of highways to provide a system of highways routes that will serve the traffic involved.

NOW, THEREFORE, IT IS ORDERED that State Highway 121 be routed to extend from Spur 350, northeasterly to Farm to Market Road 157, thence northerly generally along Farm to Market Road 157 to State Highway 114, southwest of Grapevine, thence easterly along State Highway 114 to Spur 459 and thence northerly along Spur 459 to present State Highway 121 northeast of Grapevine.

(Continued on next page)

July 31, 1969

62590 Continued --

IT IS FURTHER ORDERED that SPUR 459 be and is hereby cancelled and that the proposed section of State Highway 121 from Spur 350 northerly to State Highway 114, a distance of approximately 6.5 miles, and the proposed section of State Highway 121 from another point on State Highway 114 northerly along the route of cancelled Spur 459 to the Dallas County Line, a distance of 2.7 miles, be designated as a controlled access highway for development, maintenance and operation in accordance with the provisions of House Bill 179, 55th Legislature, and the State Highway Engineer is directed to be governed accordingly in the location, design, acquisition of right of way, construction, operation and maintenance of future improvements.

62591
JCD

In TRAVIS COUNTY on LOOP 1 in Austin, from Ranch to Market Road 2222 southwest to Enfield Road, a distance of approximately 3.7 miles, IT IS ORDERED that the portion of the 1969-1970 Consolidated Highway Program which authorized the construction of grading and structures, at an estimated cost of \$2,920,000.00, be and is hereby revised to provide for the construction of grading and structures at Northland Drive, 45th Street, Westover Road, Windsor Road and Enfield Road, and the widening of 35th Street Bridge, at a revised estimated cost of \$2,600,000.00.

62592
JCD

In WEBB COUNTY on U. S. HIGHWAY 83, from South City Limit of Laredo to Zapata County Line, a distance of approximately 13.2 miles, the State Highway Engineer is directed to enter into Contractual Agreements with the appropriate local officials for the purchase of right of way at an estimated State cost of \$119,000.00, financing the cost in the 1971-1972 Consolidated Highway Program.

62593
D-8

In WEBB COUNTY on U. S. HIGHWAY 83 from Interstate Highway 35, in the City of Laredo, east and south to Loop 20, a distance of approximately 2.8 miles, the State Highway Engineer is directed to proceed with preliminary studies required to determine traffic needs and to establish a plan for the future development and arrangement of this highway route and to report back to the Highway Commission with recommendations outlining the improvements considered necessary to provide for the safe movement of anticipated future traffic and the proper sequence of development by increments.

62594
D-16

WHEREAS, in WILLACY COUNTY, U. S. HIGHWAY 77 has recently been completed on a new location east of the City of Raymondville; and

WHEREAS, it would be of benefit to the traveling public as well as to local traffic to retain the old location of U. S. Highway 77 through the City of Raymondville as a Loop;

NOW, THEREFORE, IT IS ORDERED that the old location of U. S. Highway 77 from north of Raymondville at its junction with the new location southward to its junction with Spur 56 south of Raymondville be retained on the State Highway System as a State maintained Loop and be marked on the ground as U. S. Highway 77 Business Route.

It is understood that, within the City of Raymondville, this Loop will be eligible for normal maintenance as a State maintained Loop in accordance with policies of the Department, but the State does not obligate itself hereby to participate in its reconstruction or major improvements.

62595
JCD

WHEREAS, in TARRANT, MIDLAND, BEXAR, NUECES, CAMERON and EL PASO COUNTIES, the Cities of Fort Worth, Midland, San Antonio, Corpus Christi, Harlingen and El Paso have accepted Minute Orders 62288, 62368, 62279, 62286, 62366 and 62283, which tendered proposals for the development of TOPICS Programs in such Cities;

(Continued on next page)

July 31, 1969

62595 Continued --

NOW, THEREFORE, the State Highway Engineer is directed to proceed with planning studies for the development of such Programs in the following listed Urban Areas at the estimated costs shown, financing the cost with TOPICS funds:

<u>District</u>	<u>County</u>	<u>Urban Area</u>	<u>Estimated Cost</u>
2	Tarrant	Fort Worth	\$ 30,000.00
6	Midland	Midland	8,000.00
15	Bexar	San Antonio	20,000.00
16	Nueces	Corpus Christi	15,000.00
21	Cameron	Harlingen	10,000.00
24	El Paso	El Paso	20,000.00
TOTAL			\$ 103,000.00

62596
D-8

WHEREAS, in McLENNAN COUNTY, the City of Waco has expressed a desire to participate in a cooperative effort with the State to initiate planning and implementation of an urban traffic operations program to increase the capacity and safety of streets and highways within the Waco urban area, which provisions are described as the TOPICS Program; and

WHEREAS, Minute Order 61882, dated January 31, 1969, expressed the intent of the Texas Highway Commission to participate in a Traffic Operations Program to Increase Capacity and Safety (TOPICS) within the designated boundaries of urban areas authorized by the Federal Aid Highway Act of 1968; and

WHEREAS, Minute Order 62136, dated April 2, 1969, stated policies which shall prevail in the selection, improvement, maintenance, and operation of a Type II System of city streets and thoroughfares under the TOPICS Program.

NOW, THEREFORE, the State Highway Engineer is hereby directed to tender the following proposal to the City of Waco:

Provided the City will:

1. Assist in the development of an areawide TOPICS plan or plans for the Waco urban area.
2. Cooperate with the Texas Highway Department in the selection of a Type II Highway System.
3. Cooperate in the selection and development of definite TOPICS projects, based on priorities developed in the area-wide TOPICS plan or plans, with responsibilities generally as set out in Minute Order 62136 and current Department policies.

The Texas Highway Department will:

1. Initiate preliminary planning and develop an areawide TOPICS plan or plans for the Waco urban area.
2. Select, in cooperation with the City, a Type II Highway System.
3. In cooperation with the City, select and establish definite TOPICS projects to be constructed dependent upon the availability of funds for this purpose and the official designation of the facilities to be part of the Type II State Highway System.

(Continued on next page)

July 31, 1969

62596 Continued --

IT IS FURTHER ORDERED that the State Highway Engineer be authorized to enter into agreement with the City of Waco prior to implementation of specific TOPICS projects, such agreement setting out in detail responsibilities for the work involved and establishing practical maintenance and operating arrangements.

Upon acceptance of the provisions of this Minute Order by the City of Waco, the State Highway Engineer is directed to proceed with planning studies for the development of the program at an estimated cost of \$15,000.00.

This Order will become operative upon acceptance by the City of Waco, and if not accepted within ninety (90) days of the date hereof, shall be automatically cancelled.

62597
D-8

WHEREAS, in TOM GREEN COUNTY, the City of San Angelo has expressed a desire to participate in a cooperative effort with the State to initiate planning and implementation of an urban traffic operations program to increase the capacity and safety of streets and highways within the San Angelo urban area, which provisions are described as the TOPICS Program; and

WHEREAS, Minute Order 61882, dated January 31, 1969, expressed the intent of the Texas Highway Commission to participate in a Traffic Operations Program to Increase Capacity and Safety (TOPICS) within the designated boundaries of urban areas authorized by the Federal Aid Highway Act of 1968; and

WHEREAS, Minute Order 62136, dated April 2, 1969, stated policies which shall prevail in the selection, improvement, maintenance and operation of a Type II System of city streets and thoroughfares under the TOPICS Program.

NOW, THEREFORE, the State Highway Engineer is hereby directed to tender the following proposal to the City of San Angelo:

Provided the City will:

1. Assist in the development of an areawide TOPICS plan or plans for the San Angelo urban area.
2. Cooperate with the Texas Highway Department in the selection of a Type II Highway System.
3. Cooperate in the selection and development of definite TOPICS projects, based on priorities developed in the area-wide TOPICS plan or plans, with responsibilities generally as set out in Minute Order 62136 and current Department policies.

The Texas Highway Department will:

1. Initiate preliminary planning and develop an areawide TOPICS plan or plans for the San Angelo urban area.
2. Select, in cooperation with the City, a Type II Highway System.
3. In cooperation with the City, select and establish definite TOPICS projects to be constructed dependent upon the availability of funds for this purpose and the official designation of the facilities to be part of the Type II State Highway System.

(Continued on next page)

July 31, 1969

62597 Continued --

IT IS FURTHER ORDERED that the State Highway Engineer be authorized to enter into agreement with the City of San Angelo prior to implementation of specific TOPICS projects, such agreement setting out in detail responsibilities for the work involved and establishing practical maintenance and operating arrangements.

Upon acceptance of the provisions of this Minute Order by the City of San Angelo the State Highway Engineer is directed to proceed with planning studies for the development of the program at an estimated cost of \$10,000.00.

This Order will become operative upon acceptance by the City of San Angelo, and if not accepted within ninety (90) days of the date hereof, shall be automatically cancelled.

62598
D-8

WHEREAS, in WEBB COUNTY, the City of Laredo has expressed a desire to participate in a cooperative effort with the State to initiate planning and implementation of an urban traffic operations program to increase the capacity and safety of streets and highways within the Laredo urban area, which provisions are described as the TOPICS Program; and

WHEREAS, Minute Order 61882, dated January 31, 1969, expressed the intent of the Texas Highway Commission to participate in a Traffic Operations Program to Increase Capacity and Safety (TOPICS) within the designated boundaries of urban areas authorized by the Federal Aid Highway Act of 1968; and

WHEREAS, Minute Order 62136, dated April 2, 1969, stated policies which shall prevail in the selection, improvement, maintenance and operation of a Type II System of city streets and thoroughfares under the TOPICS Program.

NOW, THEREFORE, the State Highway Engineer is hereby directed to tender the following proposal to the City of Laredo:

Provided the City will:

1. Assist in the development of an areawide TOPICS plan or plans for the Laredo urban area.
2. Cooperate with the Texas Highway Department in the selection of a Type II Highway System.
3. Cooperate in the selection and development of definite TOPICS projects, based on priorities developed in the area-wide TOPICS plan or plans, with responsibilities generally as set out in Minute Order 62136 and current Department policies.

The Texas Highway Department will:

1. Initiate preliminary planning and develop an areawide TOPICS plan or plans for the Laredo urban area.
2. Select, in cooperation with the City, a Type II Highway System.
3. In cooperation with the City, select and establish definite TOPICS projects to be constructed dependent upon the availability of funds for this purpose and the official designation of the facilities to be part of the Type II State Highway System.

(Continued on next page)

July 31, 1969

62598 Continued --

IT IS FURTHER ORDERED that the State Highway Engineer be authorized to enter into agreement with the City of Laredo prior to implementation of specific TOPICS projects, such agreement setting out in detail responsibilities for the work involved and establishing practical maintenance and operating arrangements.

Upon acceptance of the provisions of this Minute Order by the City of Laredo the State Highway Engineer is directed to proceed with planning studies for the development of the program at an estimated cost of \$10,000.00.

This Order will become operative upon acceptance by the City of Laredo, and if not accepted within ninety (90) days of the date hereof, shall be automatically cancelled.

August 1, 1969

62599
JCD

In HARRIS COUNTY on INTERSTATE HIGHWAY 10 in Houston, from east of McCarty Drive, east to 0.4 mile west of Mercury Drive, a distance of approximately 1.7 miles, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the placement of skid resistant surfacing, at an estimated cost of \$40,000.00, financing the cost in the 1969-1972 Interstate Construction and Right of Way Program.

62600
JCD

In SUTTON COUNTY on INTERSTATE HIGHWAY 10, at U. S. Highway 290 0.4 mile west of Sonora, the State Highway Engineer is directed to proceed in the most feasible and economical manner with the installation of safety lighting, at an estimated cost of \$9,800.00, financing the cost in the 1969-1972 Interstate Construction and Right of Way Program.

62601
D-8

WHEREAS, in TRAVIS COUNTY on INTERSTATE HIGHWAY 35 from 0.2 miles south of U. S. Highway 183, southerly to East 46th Street and on U. S. HIGHWAY 290 and SPUR 69 from Cameron Road, west to the Southern Pacific Railroad in the City of Austin, a public hearing was held on May 9, 1969, in the City of Austin covering the proposed route and geometric design; and

WHEREAS, authorized representatives of the Texas Highway Department conducted the hearing and with the aid of a schematic layout displayed and explained the proposed route and geometric design; and

WHEREAS, everyone in attendance at the hearing was given an opportunity for full expression of views and opinions; and

WHEREAS, there were several suggestions regarding the alignment proposed for Spur 69 and the location of entrance and exit ramps along Interstate Highway 35; and

WHEREAS, careful consideration has been given to the suggestions made at the hearing and in recognition of required interstate design criteria for the enhancement of highway safety, it has been determined that the schematic arrangement as displayed at the public hearing is in accordance with currently required design standards.

NOW, THEREFORE, IT IS ORDERED that the route and proposed geometric design as displayed at the public hearing be and are hereby approved and the State Highway Engineer is directed to proceed with the currently programmed work with the understanding that in the preparation of construction plans, consideration will be given to meritorious design improvements, provided such improvements or modifications conform with acceptable engineering requirements and are found to be in the public interest for safety and convenience.

August 1, 1969

62602
D-8

WHEREAS, in TRAVIS COUNTY on U. S. HIGHWAY 183 in the City of Austin at Loop 275, North Lamar Boulevard, a public hearing was held on March 21, 1969, covering the location and geometric design proposed for the future construction of an interchange; and

WHEREAS, authorized representatives of the Texas Highway Department conducted the hearing and with the aid of a schematic layout displayed and explained the proposed location and geometric design; and

WHEREAS, everyone in attendance at the hearing was given an opportunity for full expression of views and opinions; and

WHEREAS, requests were made at this hearing for the modification of the design proposed for the interchange to permit the direct uninterrupted flow of traffic between Anderson Lane and U. S. 183 to the east; and

WHEREAS, further study has been given to these requests and it has been determined that existing and proposed development abutting the interchange site limit full compliance with all of such requests; but it has also been established that the acquisition of a small amount of additional right of way in the southwest quadrant of the interchange would adequately provide for a future interchange modification should traffic volumes on Anderson Lane warrant a separation of U. S. Highway 183 traffic desiring to turn south on North Lamar Boulevard, and design provisions have been provided for movement of traffic from Anderson Lane to U. S. 183 east to the extent feasible within the design limitations of abutting development;

NOW, THEREFORE, IT IS ORDERED that the route and proposed geometric design as displayed at the public hearing and subsequently revised in response to requests made at the Public Hearing, as described herein above, be and are hereby approved and the State Highway Engineer is directed to proceed with the currently programmed work and the acquisition of additional necessary right of way for future design modification with the understanding that in the preparation of construction plans and the design approval by the Bureau of Public Roads of same, consideration will be given to meritorious design improvements, provided such improvements and modifications conform with acceptable engineering requirements and are found to be in the public interest for safety and convenience.

62603

IT IS ORDERED that the Regular Meeting of the State Highway Commission be closed at 4:45 P.M., August 1, 1969.

--ooOOOOoo--

I hereby certify that the above and foregoing pages constitute the full, true and correct record of all proceedings and official orders of the State Highway Commission at its Six Hundred and Ninety-Third Meeting, a Regular Meeting, held in Austin, Texas, on July 31 and August 1, 1969.



Chief Minute Clerk
State Highway Department of Texas